

CLASSIFICATION NEWS

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STATUTORY ALERT Damage control plans and booklets

APPLICABILITY All shipowners and operators

INFORMATION This Classification News is intended to clarify the requirements for damage control plans and damage control booklets on board ships.

To date, the SOLAS Convention has required damage control plans and booklets to be carried on board:

- passenger ships, regardless of size, since at least 1974
- dry cargo ships over 100 metres in length, constructed on or after February 1, 1992
- dry cargo ships over 80 metres in length, constructed on or after July 1, 1998, and
- all ships, regardless of length, constructed on or after January 1, 2009.

The text of the current requirement (applicable to all ships constructed on or after January 1, 2009) can be found in SOLAS Chapter II-1, Part B-4, Regulation 19. Further guidance on what the damage control plan and damage control booklet should contain is provided in circular MSC.1/Circ.1245. The previous circular on the subject, MSC/Circ.919, gave similar information for ships which had to provide these documents under the earlier requirements.

Some tankers may have damage control plans as part of their Shipboard Oil Pollution Emergency Plan (SOPEP) or Shipboard Marine Pollution Emergency Plan (SMPEP).

If damage stability approval is carried out by Lloyd's Register, the damage control plan and booklet will also be examined as part of that assessment. It should be noted that the documents will be stamped 'examined' only, rather than 'approved', as some of the requirements are operational in nature.

If damage stability approval is carried out by the Flag Administration, or is not required to be carried out, then it is expected that the Administration will examine the damage control plan and booklet.

Modifications which affect the watertight boundaries or other items given in the plan or booklet should be discussed with the body which is responsible for the damage stability assessment. Such modifications include adding or removing valves from pipelines, moving bulkhead penetrations and adding new pipelines.

Further information

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