



TÜRK LOYDU

TECHNICAL CIRCULAR

Circular No: S.P 03/14

Revision: 0

Page: 1 of 2

Date: 03.12.2014

Related Requirement: 1989 amendments to SOLAS 74, Chapter II-1 Reg.23, 23-1 and 2005 amendments to SOLAS 74 Chapter II-1/19
Subject: Damage Control Plans and Booklets

1 Application

- Passenger ships, regardless of size, constructed on or after 25.05.1980. (SOLAS 74, Chapter II-I Reg.20)
- Dry cargo ships (not less than 500 gross tonnage) which are constructed between 1992-02-01 and 2009-01-01. (1989 amendments to SOLAS 74, Chapter II-1 Reg.23-1)
- All cargo ships (not less than 500 gross tonnage) which are constructed on or after 2009-01-01. (2005 amendments to SOLAS 74, Chapter II-1 Reg.19).

2 Definitions

This technical circular is intended to clarify the requirements for damage control plans and damage control booklets on board ships.

Regarding the information which is to be included in a Damage Control Plan and Damage Control Booklet, please refer to:

- 1- IMO MSC/Circ.919 Guidelines for Damage Control Plans for vessels constructed before 01.01.2009, and
- 2- IMO MSC.1/Circ.1245 Guidelines for Damage Control Plans and Information to the master for vessels constructed after 01.01.2009.

If the Damage Control Plan or Damage Control Booklet is mandatory, the following must be noted;

- For passenger ships, the damage control plan should be permanently exhibited or readily available on the navigation bridge, as well as in the ship's control station, safety centre or equivalent.
- For cargo ships, the damage control plan should be permanently exhibited or readily available on the navigation bridge. Furthermore, the damage control plan should be permanently exhibited or readily available in the cargo control room, all ship's office or other suitable location.
- Damage Control Plan and Damage Control Booklet should be provided in the working language of the ship. If the languages used in the preparation of the plan and booklet are not one of the official languages of the SOLAS Convention, a translation into one of the official languages should be included.
- Damage Control Plans and Damage Control Booklets must be approved by the administration or classification society.
- The master and ship officers should be able to understand and explain the content of the Damage Control Plan and Damage Control Booklet.

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In order to avoid port delays and negative remarks from port state control inspectors, we advise customers to verify their vessels' compliance with the above SOLAS requirements and ensure that the information contained in the Damage Control Plan and Damage Control Booklet on board meets the specifications.