



MEMORANDUM CIRCULAR NO. SR 2025- 01

TO : ALL PHILIPPINE SHIP OWNERS/ OPERATORS/ CHARTERERS/ MANAGERS OF PHILIPPINE REGISTERED SHIPS; MARINA-ACCREDITED MARITIME ENTITIES/COMPANIES FOR STABILITY CALCULATION AND ASSESSMENT, SHIPBUILDERS AND ALL OTHERS CONCERNED

SUBJECT : REVISED RULES AND REGULATIONS ON THE SUBDIVISION AND DAMAGE STABILITY REQUIREMENTS FOR NEWLY BUILT AND IMPORTED INCLUDING IMPORTED SECOND HAND SHIPS TO BE REGISTERED IN THE PHILIPPINES FOR DOMESTIC OPERATION

Pursuant to the provisions of Presidential Decree Nos. 474 and 1059, Executive Order No. 125/125-A, Republic Act No. 9295 and its Implementing Rules and Regulations, Philippine Merchant Marine Rules and Regulations (PMMRR) '97 and Philippine Ship Safety Rules and Regulations (PSSRR), the following Rules and Regulations are hereby adopted and prescribed:

I. OBJECTIVES

The purpose of these rules and regulations is to foster the safe operation of Philippine-registered ships covered under this circular, by requiring compliance with the herein prescribed subdivision and damage stability requirement, standards and criteria, thereby minimizing the risk to such ships, their personnel on board and to the marine environment.

II. COVERAGE

This Circular shall apply to all new ships to be built and ships to be imported to be registered under the Philippine Flag such as the following:

1. Cargo ships of 80 m in length (L) and above;
2. Oil tankers of 400 GT and above;
3. Chemical tankers of 400 GT and above;
4. Gas carriers of 400 GT and above; and
5. Passenger ships carrying more than 36 passengers¹.

¹ Per MSC.429(98)

III. EXCEPTION

The following ships shall not be covered:

1. Ships that rely on outriggers for their stability;
2. Fishing vessels including fish carriers; and
3. Tugboats

IV. DEFINITION OF TERMS

For the purpose of this Circular, the following terms are defined:

1. "**Administration**" refers to the Maritime Industry Authority (MARINA).
2. "**Class A**" refers to ships engaged in domestic or international voyages other than those covered by classes B and C.
3. "**Class B**" refers to ships engaged in domestic voyages in coastal navigational areas not more than 20 nautical miles from the nearest coast and where the significant wave height is always less than 2.5 meters during navigation.
4. "**Class C**" refers to ships engaged in domestic voyages in protected waters, bay and river or in navigation area not more than 3 nautical miles from the nearest coast and where the significant wave height is always less than 1.5 meters during navigation.
5. "**Alteration**" refers to the process of changing the configuration of ships or ships dimensions which affect the original approved plans; lengthening; and other similar process.
6. "**Conversion**" refers to the process of changing ship type and service; increasing maximum allowable draft; and, other similar process.
7. "**Damage Stability**" refers to the ability of the ship to maintain a certain degree of buoyancy and stability without sinking or capsizing when hull is damaged, and the outboard waters enters the compartment.
8. "**Damage Stability Calculation Booklet**" refers to a Stability Booklet that shows the damaged stability calculation of a ship in the assessed "Worst Intact Condition", (Damage stability calculation shall cover all the intended operating conditions.) analytically damaged by opening various combinations of watertight compartments to the sea. The number of compartments and their locations are prescribed by IMO regulations, SOLAS conventions, MARPOL, IBC Code, IGC Code and other applicable rules. Typically, these conditions are identified by the compartment(s) damaged.
9. "**Damage Control Plan**" refers to a plan clearly showing, for each deck and hold, the boundaries of the watertight compartments, the openings

therein with the means of closure and the position of any control thereof, as well as the arrangements for correcting any list due to flooding. The said plan should be displayed at the Bridge or Navigation Center, Engine Control Room, Crew Areas, and Emergency Stations.

10. **“Deterministic Approach”** refers to a damage stability approach that assesses the ship’s ability to withstand predefined, standardized damage scenarios based on its subdivision, size, and type, ensuring compliance with specific stability criteria for each loading condition and damage case.
11. **“Floodable Length Curve”** refers to the curve that represents the maximum floodable length of the ship along its length. This curve is obtained by vertically plotting the floodable length along the ship’s length.
12. **“Floodable Length”** refers to the maximum length, at a given point along the ship’s length and centered at that point, that can be flooded without submerging the ship beyond the margin line.
13. **“High Speed Crafts (HSC)”** is a craft constructed in accordance with the High Speed Craft Code and capable of maximum speed in meters per second (m/s) equal to exceeding.
$$3.70 \nabla 0.1667$$

where ∇ = Displacement corresponding to the design water line in M3. The above definition notwithstanding the minimum service speed of the craft shall at least be 25 knots. Existing craft constructed under the DSC Code may qualify as a HSC upon satisfaction of the foregoing definition.
14. **“Length”** refers to the Length used in the Load Line under MARINA MC SR-2021-02 and its subsequent amendments.
15. **“MARINA-Accredited Classification Societies (MACS)”** refers to an organization authorized by the Administration to conduct classification services for ships engaged in the domestic trade per MARINA Circular No. MS-2020-01, as amended.
16. **“MARINA-Accredited Maritime Companies/Entities for Stability Calculation and Assessment of ships (MAMC/E)”** refers to organizations authorized by the Administration to conduct inclining tests and prepare calculations for booklets and assessment of ships for intact and damage stability, in accordance with MARINA MC SR-2022-04 and its subsequent amendments.
17. **“Modification”** refers to the process of replacing major propulsion machinery to include major auxiliaries; modifying the superstructure such as construction of additional deck above main deck; and other similar process.
18. **“Probabilistic Approach”** refers to damage stability approach that uses statistical evidence from real-world collisions to assess the likelihood of

damage, its location, and the ship's ability to survive, offering a more realistic approach compared to the deterministic method by calculating three key probabilities: the chance of damage occurring, the extent and location of the flooding, and the ship's ability to survive in a flooded state.

19. "**Recognized Organization (RO)**" refers to an organization that has been assessed by the Administration and has complied with the RO code and has entered into a Memorandum of Agreement (MOA) with the Administration under MC 2018-01.
20. "**RENA**" refers to Registered Naval Architect.

V. GENERAL PROVISIONS

1. All relevant standards and regulations of the SOLAS Convention and other applicable codes and instruments including related national and international rules and regulations are hereby adopted as an integral part of this Circular on the subdivision and damage stability of ships.
2. All ships covered by this Circular shall carry on board at all times a copy of the **Damage Stability Calculation Booklet** and **Damage Control Plan** approved by the Administration or its Recognized Organization (RO) for ships engaged in either domestic or international operations. The **MARINA-Accredited Maritime Companies/Entities for Stability Calculation and Assessment of ships** shall include in the Damage Stability Calculation booklet the Masters shipboard procedures concerning stability and other related information satisfactory to the Administration to obtain accurate guidance as to stability under various operating condition.
3. For ships covered by this Circular engaged in domestic operations, the **Damage Stability Calculation Booklet** and **Damage Control Plan** shall be submitted to the Administration for review and approval.
4. In case of any modification, conversion, alteration or rebuilding of an existing ship that affects its righting moment, **Damage Stability Calculation Booklet** and **Damage Control Plan**, these shall be recalculated, and submitted to the Administration for review and approval.
5. For imported ships with **Damage Stability Calculation Booklet** and **Damage Control Plan** approved by the Flag State Administration of a country or an Organization Recognized by that country's Administration to be used for domestic operation, the shipowner shall submit to the Administration for approval.
6. The **Damage Stability Calculation Booklet** and **Damage Control Plan** prescribed under this Circular shall be complied with by all ships prior to importation.

VI. SPECIFIC PROVISIONS

1. The shipowner/ operator or the shipbuilder shall submit to the Administration for approval the four (4) hard copies or soft copies of the **Damage Stability Calculation Booklet and Damage Control Plan** prepared by a RENA-certified surveyor under **MC SR 2022-24** from a MARINA-Accredited Maritime Companies/Entities for Stability Calculation and Assessment. Three (3) copies of the approved **Damage Stability Calculation Booklet and Damage Control Plan** shall be returned to the shipowner/ operator or the shipbuilder applicant. Additional copies for approval beyond this requirement shall be subject to additional fees.
2. In the case of ships covered by this Circular and engaged in international operations, **Damage Stability Calculation Booklet and Damage Control Plan** shall be approved by the Recognized Organization, however, the Administration must be provided a copy of the approved Booklet and Plan.
3. Passenger ships covered by this Circular below 24 meters in length operating in Class C may submit to the Administration for approval the **Subdivision and Floodable length Calculations and Curve** in lieu of the requirements for the method of Damage Stability Calculation.
4. The Subdivision and Damage Stability Calculation for Passenger and Cargo Ships covered by this Circular shall be in compliance with the minimum requirements, standards and criteria provided under **SOLAS Chapter II-1**, including **IMO Resolutions MSC.216(82) and MSC.281(85)**, based on the Damage Stability Calculation Approach detailed under **Section VIII**.
5. The Subdivision and Damage Stability Calculation for Tankers shall be based on the minimum requirements of **IMO Resolution MSC.1 /Cir. 1461**.
6. Ships categorized as High-Speed Craft in the **2000 HSC Code** covered by this Circular shall submit the Damage Stability Calculation Booklet based on the minimum requirements of the Stability and Subdivision of the said Code.
7. Information provided in the Damage Control Plan shall be in accordance with the requirements of **IMO Resolution MSC.1/Circ. 1245**.
8. For newbuilding, ships covered by this Circular shall submit a **Preliminary Intact and Damage Stability Calculation Booklet** to MACS for review and verification before submission to the Administration for approval **prior** to construction as required under MC No. 2015-07 and its subsequent amendments.
9. The **Final Intact and Damage Stability Calculation Booklet** of all ships covered by this Circular shall be submitted to the Administration for review

and approval prior to the issuance of **Certificate of Stability** and/or other relevant safety certificates.

10. If the **Damage Stability Calculation Booklet** and **Damage Control Plan** are invalidated by the Administration or its Recognized Organization after due process, all other relevant safety certificates issued to such ship shall automatically be invalidated, and the ship shall be placed under a "no sail condition."
11. Operating without approved **Damage Stability Calculation Booklet** and **Damage Control Plan** shall be considered as major deficiency/ major non-conformity warranting immediate suspension/ cancellation/ non-issuance of other ship safety certificates.
12. The **Damage Stability Calculation Booklet** and **Damage Control Plan** approved by an International Association of Classification Society (IACS) member shall be accepted by the Administration upon submission of the shipowner.
13. The **Passenger Ship Safety Certificate** or **Cargo Ship Safety Certificate** shall not be issued if the ship has no approved **Damage Stability Calculation Booklet** and **Damage Control Plan**.
14. The approved area of operation as indicated in **section IV. Definition of terms (Class A, B, or C)** shall be annotated in the MARINA safety certificates.
15. Ships engage in International Operations may have the approval of their **Damage Stability Calculation Booklet** and **the Damage Control Plan** to the Recognized Organization of the Administration. However, a copy should be submitted to the Administration.

VII. SAFETY RESPONSIBILITY AND IMPLEMENTATION

1. The Administration shall henceforth principally undertake the evaluation, review and approval of the **Damage Stability Calculation Booklet** and **Damage Control Plan**, through its duly authorized MARINA-RENA for ships engaged in the domestic operations.
2. The **Shipowner** shall be responsible for ensuring that their fleet are compliant in accordance with this circular and all applicable rules and regulations of the Administration.
3. The **Registered Naval Architect** shall be responsible for designing and drafting the plans and specification of the vessel in accordance with the principles of naval architecture, this Circular and the applicable national standards of the Administration.
4. The **MARINA-Accredited Maritime Companies/Entities** for Stability Calculation and Assessment of ships shall be responsible for preparing

the **Damage Stability Calculation Booklet and Damage Control Plan** for approval for ships engaged in domestic operations.

5. The **MARINA-Accredited Classification Societies (MACS)** shall be responsible for ensuring that ships under their class comply with the minimum subdivision and damage stability requirements as prescribed by this Circular using software capable of reviewing and verifying damage stability calculations.
6. The **Shipbuilder** shall be responsible for constructing the ship in accordance with the approved plans and specifications by the Administration, MACS, or ROs.
7. Applications for the approval of **Damage Stability Calculation Booklet** and **Damage Control Plan** shall be filed at the concerned Regional Office of the Administration where the ship is home ported.

VIII. DAMAGE STABILITY CALCULATION APPROACH

The Damage Stability Calculation of a ship is required to follow the method of calculation provided in the table below:

Area of operation Type of Ship	Class A	Class B	Class C
Passenger Ships High-Speed Craft Cargo ships of 80 meters in length and above	Probabilistic Approach (if year built is on or after 01 January 2009) or Deterministic Approach, (if year built is before 01 January 2009)		Deterministic Approach
Oil Tankers, Chemical Tankers and Gas Carriers of 400 GT and above²	Deterministic Approach (as per MARPOL Annex I, ICLL Reg. 27, IGC, IBC, whichever may apply)		

IX. DOCUMENTARY REQUIREMENTS

Application for the Approval of Damage Stability Calculation Booklet and Damage Control Plan

1. Letter of Application
2. Four (4) copies or soft copies of Damage Control Plan and Damage Stability Calculation Booklet

² Tanker Ships engaged in international trade shall comply with the requirements of the international conventions and codes (MARPOL Annex I, ICLL Reg. 27, IGC, IBC whichever may apply) and are exempt from the damage stability requirements outlined in this Circular.

X. FEES AND CHARGES

The following fees and charges shall be imposed for the purposes of implementing these rules and regulations:

1. Review and approval of **Damage Stability Calculation Booklet**:

Particulars		Fees
1.1	50GT or less	P 18,000.00
1.2	Over 50 GT – 500 GT	P 21,000.00
1.3	Above 500 GT - 1,500 GT	P 37,000.00
1.4	Above 1,500 GT	P 50,000.00

2. **Damage Control Plan** – P 500.00 / Section

3. Additional Fee(s) for extra copies – P 200.00 / Section

3.1 **Damage Stability Calculation Booklet** to be charged per Booklet based on the fees provided under **Section X.1**.

3.2 **Damage Control Plan** to be charged per section per plan.

XI. FINES AND PENALTIES

1. Operating without approved **Damage Stability Calculation Booklet** and **Damage Control Plan** and/or failure to secure Approval of recalculation of Damage Stability Calculation Booklet due to conversion alteration, modification or rebuilding:

Particulars		Fines and Penalties
1.1	Above 1,500 GT	P 250,000.00 plus no sail condition until compliance
1.2	Above 500 GT - 1,500 GT	P 200,000.00 plus no sail condition until compliance
1.3	Above 50 GT – 500 GT	P 150,000.00 plus no sail condition until compliance
1.4	50 GT and below	P 100,000.00 plus no sail condition until compliance

2. Construction of Ships without approved **Preliminary Intact and Damage Stability Calculation Booklet**

Particulars		Fines and Penalties
1.1	Above 1,500 GT	P 150,000 .00
1.2	Above 500 GT – 1,500 GT	P 100,000 .00
1.3	Above 50 GT – 500 GT	P 50,000 .00
1.4	50 GT and below	P 25,000 .00

XII. TRANSITORY PROVISION

1. For newly constructed ships covered by this Circular engaged in domestic operation, the **Final Damage Stability Calculation Booklet and Damage Control Plan** shall be submitted to the Administration for approval upon the effectivity of this Circular.
2. New applications for acquisition of ships with approved shipbuilding contract for new building or deed of sale for existing ships to be imported shall comply with the requirements of the Subdivision and Damage Stability, as specified upon effectivity of this Circular.

XIII. REPEALING CLAUSE

Any provisions of the PMMRR 1997, MARINA MC 2015-08, Philippine Ship Safety Rules and Regulations (PSSRR), MARINA Advisory No. 2025-03 and other existing related MARINA Circulars and Advisories which are inconsistent herewith are hereby repealed or modified accordingly.

XIV. SEPARABILITY CLAUSE

Should any provision or part of this Circular be declared by competent authorities to be invalid or unconstitutional, the remaining provisions or parts thereof shall remain in full force and effect and shall continue to be valid and effective.

XV. EFFECTIVITY

This Circular shall take effect fifteen (15) days after its publication once in a newspaper of general circulation.

Manila, Philippines, 05 (Aug.) 2025.

BY THE AUTHORITY OF THE BOARD:


SONIA B. MALALUAN
Administrator

SECRETARY'S CERTIFICATE

This is to certify that MARINA Circular No. SR. 2025-01 was approved by the MARINA Board of Directors during its 313rd Regular Meeting on 09 (JUNE) 2025.


Atty. EUSEBIA A. CADLUM-BOCO
Corporate Board Secretary

Date of Publication:
Date of Submission to ONAR: