



REPUBLIC OF THE PHILIPPINES  
DEPARTMENT OF TRANSPORTATION  
MARITIME INDUSTRY AUTHORITY

**MEMORANDUM CIRCULAR NO. SR 2025-02**

**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 EXISTING PHILIPPINE-REGISTERED SHIPS OPERATING DOMESTICALLY**

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. OBJECTIVE**

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 existing Philippine-registered ships such as the following:

1. Cargo ships of 80 m in length (L) and above;
2. Oil tankers <sup>1</sup>of 400 GT and above;
3. Chemical tankers of 400 GT and above;
4. Gas carriers of 400 GT and above;

<sup>1</sup> MARPOL Annex I- Regulations for the Prevention of Pollution by Oil, Chapter 1 – General, Regulation 1 - Definitions

5. Passenger ships carrying more than 36 passengers<sup>2</sup>; and
6. LCT type RORO - Cargo ships covered under MA 2025-01 and its subsequent issuance/amendments.

### 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

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<sup>2</sup> Per MSC 429(98) - 7-2.5.2.2 Revised Explanatory Notes To The SOLAS Chapter II-1 Subdivision And Damage Stability Regulations

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compartments and their location 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 showing clearly for each deck and hold and boundaries of the watertight compartments, the openings therein with the means of closure and position of any control thereof, and the arrangements for the correction of any list due to flooding. This should be displayed at the bridge or navigation center, engine control room, crew areas, 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. **"Existing Ship"** is defined as any ship that is not considered a "new ship" as per MARINA Circular on the 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 Operations under regulation II on Coverage.
12. **"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.
13. **"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.
14. **"Length<sup>3</sup>"** 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.

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<sup>3</sup> REVISED RULES AND REGULATIONS ON LOAD LINE SURVEY, ASSIGNMENT, MARKING AND CERTIFICATION FOR PHILIPPINE REGISTERED SHIPS

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 ships covered by this Circular constructed before the effectivity of MC SR 2025-01 shall comply with the standards of damage subdivision and other provisions under this Circular.
2. 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 integral part of this Circular on the subdivision and damage stability for ships.
3. All ships covered by this Circular shall be provided on board at all times the **Damage Stability Calculation Booklet** and **Damage Control Plan** approved by the Administration or its Recognized Organization (RO) for ships engaged in domestic or international operations.
4. The **MARINA-Accredited Maritime Companies/Entities for Stability Calculation and Assessment of ships** shall include in the Damage Stability Calculation booklet the Master's Shipboard Procedures concerning stability and other related information satisfactory to the Administration to obtain accurate guidance as to stability under various operating condition.
5. 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.
6. In case of any modification, conversion, alteration or rebuilding of existing ship affecting its righting moment, **Damage Stability Calculation Booklet** and **Damage Control Plan**, shall be treated as a "new ship" under this

circular and subjected to recalculation using the 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 Operations Part A, Section VIII. Damage Stability Calculation Approach and shall be submitted to the Administration for verification and approval.

## VI. SPECIFIC PROVISIONS

1. The shipowner/ operator or the shipbuilder shall submit to the Administration for approval the quadruplicate / four (4) 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. The three (3) copies of the approved **Damage Stability Calculation Booklet and Damage Control Plan** shall be given to the shipowner/ operator or the shipbuilder applicant. Additional copies for approval beyond the requirements shall be charged for additional fees.
2. In the case of ships covered by this Circular 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. Existing 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. Upon effectivity of this Circular, all passenger ships built before **29 April 1990<sup>4</sup>**, may only operate in class B, and C, or have the option to retrofit the said ship to comply with the requirements of this Circular. Non-compliance with the recommendation of the **Stability Calculation and Assessment of ships by MAMC/E** may have option to operate solely as a Cargo Ship.

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<sup>4</sup> Amendments to SOLAS Chapter II-1 in relation to subdivision and damage stability requirements under SOLAS 90 entered into force on 29 April 1990.

6. The Subdivision and Damage Stability Calculation for Tankers shall be based on the minimum requirements of **IMO Resolution MSC.1 /Cir. 1461**.
7. 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.
8. Information provided in the Damage Control Plan shall be in accordance with the requirements of **IMO Resolution MSC.1/Circ. 1245**.
9. **Intact and Damage Stability Calculation Booklet** of all ships covered by this Circular engaged in domestic operation shall be submitted to the Administration for review and verification 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, automatically all other relevant safety certificates issued to such ship shall be invalidated, and the ship shall be under "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 for approval upon submission of the ship owner.
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 under **Section IV on Definition of terms on Class A, B, or C** shall be annotated in the MARINA safety certificates.

## 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	Class A	Class B	Class C
Type of Ship			
Passenger Ships with more than 36 Pax	Probabilistic Approach if number of Pax > 400 else, Deterministic Approach	Deterministic Approach	
LCT type RORO - Cargo ships covered under MA 2025-01 and its subsequent issuance/ amendments			

<b>Passenger Ships with more than 36 Pax but below 24 meters in length</b>	<b>Not allowed</b>	<b>Deterministic Approach</b>	<b>Floodable length Curve</b>
<b>High-Speed Craft</b>	<b>Deterministic Approach</b>		
<b>Cargo ships of 80 meters in length and above</b>	<b>Deterministic Approach</b>		
<b>Oil Tankers, Chemical Tankers and Gas Carriers of 400 GT and above</b>	<b>Deterministic Approach</b> (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

**X. FEES AND CHARGES**

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

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

<b>Particulars</b>		<b>Fees</b>
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 – PHP 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 charge 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

#### XII. TRANSITORY PROVISION

1. For existing ships covered by this Circular **with approved Damage Stability Calculation Booklet but without Damage Control Plan, the Damage Control Plan** shall be submitted to the Administration for approval **not later than six (6) months** upon the effectivity of this Circular.
2. For existing passenger ships and tankers covered by this Circular **without approved Damage Stability Calculation Booklet and Damage Control Plan**, shall be given a **six (6) month period** to submit to the Administration for approval upon the effectivity of this Circular. While cargo ships shall be given a **twelve (12) month period** to submit to the Administration for approval upon the 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. 2016-17 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, 29 Aug. 2025.

BY THE AUTHORITY OF THE BOARD:

  
**SONIA B. MALALUAN**  
Administrator

**SECRETARY'S CERTIFICATE**

This is to certify that MARINA Circular No. SR. 2025-02 was approved by the MARINA Board of Directors during its 314<sup>th</sup> Regular Meeting on 31 July 2025.

  
**Atty. EUSEBIA A. CADLUM-BOCO**  
MARINA Board Secretary

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