



BERMUDA MERCHANT SHIPPING GUIDANCE NOTICE

Damage Control Drills for Passenger Ships

This Notice is intended for: Ship Owners, Managers, Masters, Operators & Officers of Passenger Ships

References:

Resolution MSC.421(98)

SOLAS III/30

SOLAS III/37

SOLAS II-1/19-1

Summary:

Changes to SOLAS that enter into force on 1st January 2020 require passenger ships to complete damage control drills every three months and update their muster lists accordingly.

This Notice was issued on 30th November 2019.

1. Introduction

- (1) All passenger ships are advised that as of the 1st January 2020 damage control drills are to be completed every three months and recorded in the same manner as abandon ship drills and fire drills.
- (2) These requirements also effect changes to SOLAS III/37 that require the ship's muster list shows the duties assigned to members of the crew as relates to damage control for flooding emergencies.

2. Drills

- (1) The requirement for three monthly damage control drills is being introduced through the newly created SOLAS III/30.3 which references SOLAS II-1/19-1, as follows:

Regulation 19-1 – Damage control drills for passenger ships

1 This regulation applies to passenger ships constructed before, on or after 1 January 2020.

2 A damage control drill shall take place at least every three months. The entire crew need not participate in every drill, but only those crew members with damage control responsibilities.

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3 The damage control drill scenarios shall vary each drill so that emergency conditions are simulated for different damage conditions and shall, as far as practicable, be conducted as if there were an actual emergency.

4 Each damage control drill shall include:

.1 for crew members with damage control responsibilities, reporting to stations and preparing for the duties described in the muster list required by [regulation III/8](#);

.2 use of the damage control information and the on board damage stability computer, if fitted, to conduct stability assessments for the simulated damage conditions;

.3 establishment of the communications link between the ship and shore-based support, if provided;

.4 operation of watertight doors and other watertight closures;

.5 demonstrating proficiency in the use of the flooding detection system, if fitted, in accordance with muster list duties;

.6 demonstrating proficiency in the use of cross-flooding and equalization systems, if fitted, in accordance with muster list duties;

.7 operation of bilge pumps and checking of bilge alarms and automatic bilge pump starting systems; and

.8 instruction in damage survey and use of the ship's damage control systems.

5 At least one damage control drill each year shall include activation of the shore-based support, if provided in compliance with [regulation II-1/8-1.3](#), to conduct stability assessments for the simulated damage conditions.

6 Every crew member with assigned damage control responsibilities shall be familiarized with their duties and about the damage control information before the voyage begins.

7 A record of each damage control drill shall be maintained in the same manner as prescribed for the other drills in [regulation III/19.5](#).

3. Muster Lists

- (1) SOLAS III/37 has been amended to explicitly require that crew members are assigned duties in the muster list relating to damage control for flooding emergencies.
- (2) Existing muster lists, if they do not already incorporate duties for damage control, will need to be updated prior to 1st January 2020.
- (3) Please note that SOLAS III/37.8 which previously required the format of the muster list used on passenger ships to be approved, has been removed

4. Enforcement

- (1) It is likely that records demonstrating compliance with these new requirements will be reviewed by Port State Control and a damage control drill could be requested.
- (2) From 1st January 2020 there will no longer be the requirement for the format of passenger ship muster lists to be approved.

For more information please contact: survey@bermudashipping.bm

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