



**NAVAL DAMAGE  
CONTROL**



# THINKING AND BUILDING RESILIENCE: MARITIME SAFETY AND DAMAGE CONTROL

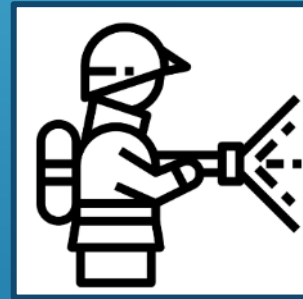
Cdr Guillaume Belleard – 22th October 2024

# INTRODUCTION

► CPPE



► Back to basics



► Layered approach



# PLAN

1. Working In Port And At Sea
2. Policing And Operating At Sea
3. Fighting At Sea



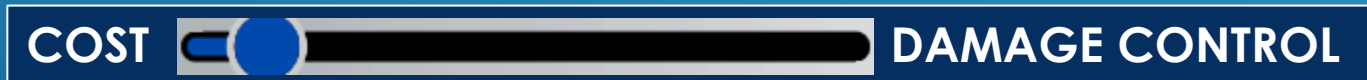
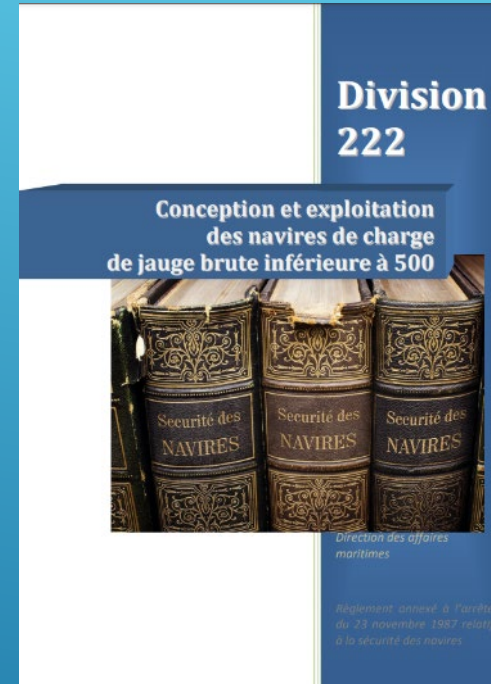
# 1. WORKING IN PORT AND AT SEA

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MINIMAL DIFFERENCES WITH  
CIVILIAN EQUIVALENT SHIPS  
=  
CIVILIAN BUILDING  
GUIDELINES  
+  
MINOR MILITARY OPTIONS



**CAVEAT: NOT ALWAYS THAT SIMPLE**



## 2. POLICING AND OPERATING AT SEA

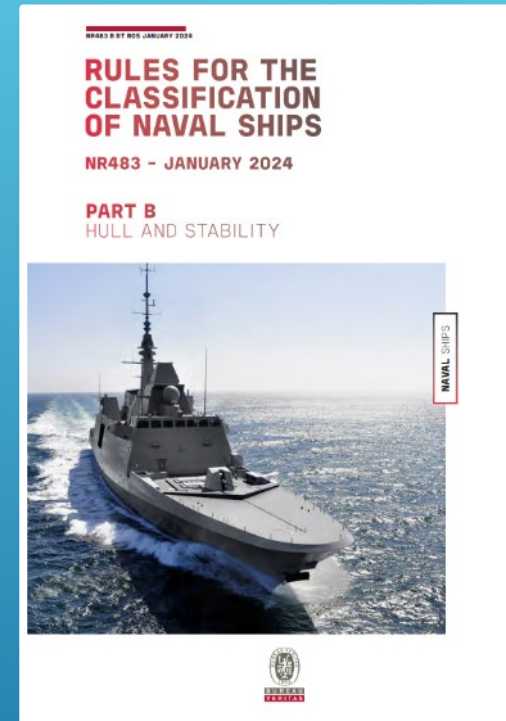
## 2. POLICING AND OPERATING AT SEA





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SPECIFIC MISSIONS  
+  
LOW TO MID THREAT LEVEL  
=  
MILITARY BV GUIDELINES  
+  
MAJOR NATIONAL TECHNICO-OPS  
REQUIREMENTS



**CAVEAT: MAY VARY DEPENDING ON PROJECTS**



### 3. FIGHTING AT SEA

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# 3. FIGHTING AT SEA

COMBAT OPERATIONS  
+  
HIGH THREAT LEVEL  
=  
NATIONAL MILITARY BUILDING  
GUIDELINES  
+  
COMPLEMENTARY MILITARY BV  
GUIDELINES



COST



DAMAGE CONTROL

# CONCLUSION

- ▶ Layered approach
- ▶ Adapt the damage control level to the « payload »: from utility to combat
- ▶ « Cost vs resilience » equation by project and across the fleet

**Build the fleet to win the next war at sea.**

# Q&A



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