

Applicable Requirements for Major Conversions

Amended Rules and Guidance

Rules for Marine Pollution Prevention Systems

Guidance for the Survey and Construction of Steel Ships Part B

Reason for Amendment

Due to an increase in the number of conversions of single hull tankers to double hull tankers or bulk carriers, IACS developed an interpretation concerning the application of the SOLAS requirements to such conversions and adopted it as Unified Interpretation SC226 in November 2008. Thereafter, during IMO deliberations on UI SC226, amendments to some parts of it together with interpretations related to the application of MARPOL and Load Lines requirements were discussed.

As a result, unified interpretations concerning the application of SOLAS, MARPOL and Load Lines requirements related to conversions of single hull tankers to double hull tankers or bulk carriers were approved as MSC-MEPC.2/Circ.10 at the 89th session of the IMO Maritime Safety Committee (MSC 89) held in May 2011 and at the 62th session of the IMO Marine Environment Protection Committee (MEPC 62) held in July 2011.

Accordingly, relevant requirements have been amended in accordance with MSC-MEPC.2/Circ.10.

Outline of Amendment

- (1) Interpretations concerning the application of MARPOL requirements to conversions of single hull tankers to double hull tankers or bulk carriers have been specified.
- (2) Interpretations concerning the application of SOLAS requirements (requirements related to coatings in seawater ballast tanks, etc., towing and mooring equipment and navigation bridge visibility) to conversions of single hull tankers to double hull tankers or bulk carriers have been amended.
- (3) Interpretations concerning the application of Load Lines requirements (requirements related to assignment of freeboard, openings, doors, ventilators, air pipes, etc.) to conversions of single hull tankers to double hull tankers or bulk carriers have been specified.