

# **Provision of Free-fall Lifeboats on Ships Converted to Bulk Carriers**

## **Amended Guidance**

Guidance for Safety Equipment

## **Reason for Amendment**

Due to an increase in the number of single hull oil tankers being converted to double hull oil tankers or bulk carriers since the mid-2000s, IACS developed an interpretation concerning the application of the SOLAS requirements to such conversions and adopted it as Unified Interpretation (UI) SC226 in November 2008.

Thereafter, UI SC226 was discussed at both the 89<sup>th</sup> Session of the IMO Maritime Safety Committee (MSC 89) held in May 2011 and at the 62<sup>nd</sup> Session of the IMO Marine Environment Protection Committee (MEPC 62) held in July 2011. As a result, requirements related to the provision of free-fall lifeboats associated with the conversion of single hull oil tankers to bulk carriers were amended, and approved as MSC-MEPC.2/Circ.10.

In response to this, IACS reviewed UI SC226 based upon the amendments in MSC-MEPC.2/Circ.10 and adopted UI SC226(Rev.1) in December 2012.

Accordingly, relevant rules were amended based on UI SC226(Rev.1).

## **Outline of Amendment**

Relevant rules were amended to require, in principle, the provision of free-fall lifeboats in cases where single hull oil tankers are converted to bulk carriers.