INTERNATIONAL MARITIME ORGANIZATION

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SUB-COMMITTEE ON SHIP DESIGN AND EQUIPMENT
54th session
Agenda item 5

DE 54/5/3
3 September 2010
Original: ENGLISH

INTERPRETATION ON APPLICATION OF SOLAS, MARPOL AND LOAD LINE REQUIREMENTS FOR MAJOR CONVERSIONS OF OIL TANKERS

Comments on draft MSC-MEPC circular attached to document DE 54/5

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

Executive summary:	This document proposes amendments, and justifications thereto, to the unified interpretations proposed in the annex to document DE 54/5
Strategic direction:	2.0
High-level action:	2.0.1
Planned output:	2.0.1.29
Action to be taken:	Paragraph 6
Related documents:	DE 53/WP.5; DE 53/26 and DE 54/5

Background

1 This document provides comments on the draft MSC-MEPC circular on Unified interpretations on the application of SOLAS, MARPOL and Load Line requirements to conversions of single-hull tankers to double-hull tankers or bulk carriers/ore carriers, as set out in the annex to document DE 54/5; and is submitted in accordance with the provisions in paragraph 4.10.5 of the revised Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies (MSC-MEPC.1/Circ.2).

Discussion

2 DE 53 agreed that further work was necessary on the development of the draft MSC-MEPC circular referenced in paragraph 1 above (DE 53/26, paragraph 16.6).

3 The Drafting Group at DE 53 agreed, in light of the approach used in SOLAS regulations II-1/1.3, II-2/1.3 and III/1.4.2, that the time period in square brackets in the draft interpretation of SOLAS regulation II-1/1.3, i.e. six months, is impracticable (DE 53/WP.5, paragraph 5).

4 After extensively evaluating the scope of such conversions, IACS proposes in paragraph 5 below reasoned additions/deletions to the text provided at annex 1 to document DE 54/5. Based on the experience of IACS Members in the conversions of the ship types under consideration, paragraph 5 contains time periods commensurate for such conversions.

5 The following reasoned changes are proposed to the section relating to "SOLAS chapter XII – Additional Safety Measures for Bulk Carriers" of annex 1 to document DE 54/5 *(Note: Additions/~~Deletions~~ text).*

.1 paragraphs 9*bis* and 9*ter* **Regulation 2 – Application**

9*bis* The date, on which such a conversion occurs for purposes of determining the applicability of requirements for ships constructed on or after the date on which any relevant amendments enter into force, should be:

.1 the date on which the contract is placed for the conversion; or

.2 in the absence of a contract, the date on which the work identifiable with the specific conversion begins; or

.3 the completion date of the conversion, if that occurs more than [six] months after either of the above dates, as applicable.

9*ter* As for paragraph 9*bis*.3 above, the following applies:

.1 Where the completion date of the conversion has been subject to delay beyond the [six] month period referred to above due to unforeseen circumstances beyond the control of the builder and the owner, the date on which contract is placed for the conversion or, if applicable, the date on which the work identifiable with the specific conversion begins may be accepted by the Administration in lieu of the completion date of the conversion. The treatment of such ships should be considered by the Administration on a case-by-case basis, bearing in mind the particular circumstances.

.2 It is important that ships accepted by the Administration under the provisions of subparagraph .1 above should also be accepted as such by port States. In order to ensure this, the following practice is recommended to Administrations when considering an application for such a ship:

.2.1 the Administration should thoroughly consider applications on a case-by-case basis, bearing in mind the particular circumstances. In doing so in the case of a ship converted in a foreign country, the Administration may require a formal report from the authorities of the country in which the ship was converted, stating that the delay was due to unforeseen circumstances beyond the control of the builder and the owner;

.2.2 when a ship is accepted by the Administration under the provisions of subparagraph .1 above, information on the conversion date annotated on the Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate should be footnoted to indicate that the ship is accepted by the Administration under the unforeseen delay in completion of the conversion provisions of this interpretation; and

.2.3 the Administration should report to the Organization on the identity of the ship and the grounds on which the ship has been accepted under the unforeseen delay in the completion of the conversion provisions of this interpretation.

.2 paragraph 10.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier: ~~when the breadth of wing tanks is less than B/5 or 11.5 m, whichever is less, this requirement applies to the cargo hold(s) in way of those wing tanks.~~

10.2.1 Regulation 4.1 applies if single-side skin construction.

Reason: The capability for SSS bulk carriers to withstand the flooding of any one cargo hold in all loading conditions and remain afloat in a satisfactory condition of equilibrium is considered a basic design requirement that should be applied to converted bulk carriers.

10.2.2 Regulation 4.2 applies, if breadth of double-side skin construction is less than B/5 or 11.5 m, whichever is less.

Reason: Application is in line with MSC/Circ.1178.

10.2.3 Regulation 4.3 does not apply.

Reason: The application of the flooding requirement for any one cargo hold for SSS bulk carriers as per 4.1 removes the need to apply this regulation which applied retroactively to SSS bulk carriers constructed before 1 July 1999.

10.2.4 Regulation 4.4 applies.

Reason: The conditions of equilibrium apply so that compliance with the flooding required by regulation 4 can be assessed.

10.2.5 Regulation 4.5 does not apply.

Reason: Since the conversions being addressed by this document will occur after 1 July 1999, this provision to allow acceptance of freeboards assigned under the ICLL, 1966, as adopted on 5 April 1966, is moot.

10.2.6 Regulations 4.6 and 4.7 apply.

Reason for regulation 4.6: Since the conversions being addressed by this document will occur after 1 July 1999, this provision to allow acceptance of equivalent damage stability compliance under the ICLL, 1966, as adopted by resolution A.320(IX), is moot. Reason for regulation 4.7: Conversions being addressed by this document which are assigned reduced freeboard are to comply with the condition of equilibrium after flooding that satisfies the relevant provisions of the 1988 LL Protocol.

.3 paragraph 11.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier, regulation 5.1 should apply, if single-side skin construction. Regulation 5.2 should apply if~~,~~ ~~to those cargo hold(s) in way of wing tanks which have a~~ breadth of double-side skin construction is less than B/5 or 11.5 m, whichever is less.

Reason for regulation 5.1: Application is in line with IACS URs S17, S18 and S20 which are contained in SOLAS Conference Resolution 3. Reason for regulation 5.2: Application is in line with MSC/Circ.1178.

.4 paragraph 13.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier, this regulation applies, if double-side skin construction.~~except that the requirements contained in table 2~~ ...~~ approved Ship Structure Access Manual should be provided.~~

Reason: The provisions for means of access in all areas with double-side skin construction are considered appropriate.

.5 paragraph 15.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier, this regulation is applicable.~~the newly constructed parts of~~ ...~~ should comply with this regulation.~~

Reason: The protection of cargo holds from loading/discharge and providing effective continuity and redundancy are considered appropriate.

.6 paragraph 16.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier, this regulation is not applicable. ~~However, SOLAS regulation XI-1/2 is applicable.~~

Reason: This measure is considered moot as converted bulk carriers will be surveyed to the scope of a periodical ESP as per SOLAS XI-1/2 during the conversion.

.7 paragraph 18.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier: ~~this regulation should be applied.~~

18.2.1 Regulation 8.1 is applicable.

Reason: The booklet required by regulation VI/7.2 which will enable the master to prevent excessive stresses in the ship's structure.

18.2.2 Regulations 8.2 and 8.3 are not relevant.

Reason for regulation 8.2: This regulation does not apply as it was developed as a RCO for existing bulk carriers which did not meet regulation 5 which applies to converted bulk carriers. Reason for regulation 8.3: This does not apply as it contains a consequence for bulk carriers assessed under regulation 8.2.

.8 paragraph 20.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier: ~~this regulation should be applied.~~

20.2.1 Regulation 10.1 is applicable.

Reason: The need for the shipper to declare the density of the cargo is relevant.

20.2.1 Regulation 10.2 is not relevant.

Reason: As this document recommends converted bulk carriers to comply with regulation 6, then the need for the cargo density to be verified by an accredited testing organization is not relevant under the provisions of this regulation.

.9 paragraph 21.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier, ~~this regulation should be applied.~~

21.2.1 Regulation 11.1 is applicable.

Reason: The requirement to fit loading instruments applies to all bulk carriers under this regulation and therefore includes conversions.

21.2.2 Regulation 11.2 is not relevant.

Reason: This is covered by application of regulation 11.1.

21.2.3 Regulation 11.3 is applicable.

Reason: The requirement to approve intact stability software applies to all bulk carriers under this regulation and therefore includes conversions.

.10 paragraph 22.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier: ~~this regulation should be applied.~~

22.2.1 Regulations 12.1 and 12.2 are applicable.

Reason ref regulation 12.1: The requirement for water ingress alarms in each cargo hold applies to all bulk carriers under this regulation and therefore includes conversions. Reason ref regulation 12.2: The requirement for water ingress alarms in any ballast tank which extends forward of the collision bulkhead applies to all bulk carriers under this regulation and therefore includes conversions.

22.2.2 Regulation 12.3 is not relevant.

Reason: This retroactive provision is covered by the application of regulations 12.1 and 12.2.

.11 paragraph 23.2 – For single-hull oil tanker conversion into bulk carrier/ore carrier: ~~this regulation should be applied.~~

23.2.1 Regulation 13.1 is applicable.

Reason: The requirement for means of pumping/draining any ballast tank/dry space which extends forward of the collision bulkhead applies to all bulk carriers under this regulation and therefore includes conversions.

23.2.2 Regulation 13.2 is not relevant.

Reason: This retroactive provision is covered by the application of regulations 13.1.

Action requested of the Sub-Committee

6 The Sub-Committee is invited to consider the issues discussed above and, in particular, the proposed modifications to annex 1 of document DE 54/5 provided in paragraph 5 above, and take action as appropriate.