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Application of Load Line Requirements to Conversions of Single-hull Oil Tankers to Double-hull Oil Tankers or Bulk Carriers

Article 10 - Repairs, alterations and modifications

(1) A ship which undergoes repairs, alterations, modifications and outfitting related thereto shall continue to comply with at least the requirements previously applicable to the ship. An existing ship in such a case shall not, as a rule, comply to a lesser extent with the requirements for a new ship than it did before.

(2) Repairs, alterations and modifications of a major character and outfitting related thereto should meet the requirements for a new ship in so far as the administration deems reasonable and practicable.

Interpretation

1 For single-hull oil tankers converted to double-hull oil tankers:

1.1 The ship should meet the requirements of the regulations contained in chapter III (Freeboards) of Annex I of the Load Line Convention in effect at the date of conversion. In cases where there are no changes to the parameters which result in a change of the minimum freeboard^{*1}, and where there is no decrease in magnitude of freeboard assigned after conversion, using the Convention previously applicable to the ship in determining any change or decrease as mentioned above, the converted ship should continue to comply with at least the requirements previously applicable to the ship.

1.2 Any structure and/or equipment such as doors, hatches, and cable lockers, etc., which is newly added, replaced, or modified is to comply with the requirements of the regulations contained in chapter II (Conditions of assignment of freeboard) of Annex I of the Convention in effect at the date of conversion.

2 For single-hull oil tankers converted to bulk carriers:

2.1 Any such conversion should be regarded as a modification of a major character and the ship should meet all the requirements of the regulations annexed to the Convention (including regulation 39) in effect at the date of conversion; and

2.2 Notwithstanding the above, the requirements of the regulations contained in chapter II (Conditions of assignment of freeboard) of Annex I of the Convention in effect at the date of conversion, should be applied only to the structure and/or equipment, which is newly added, replaced, or modified.

Note

This UI is to be uniformly implemented by IACS Societies to conversions which occur (as defined in paragraph 3) on or after 1 January 2013.

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3 The date on which a conversion occurs for the purposes of determining the applicability of requirements for ships constructed on or after the date on which any relevant amendments enters into force should be:

3.1 the date on which the contract is placed for the conversion; or

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

3.3 the completion date of the conversion*², if that occurs more than 3 years after the date specified in subparagraph 3.1 above or 30 months after the date specified in subparagraph 3.2 above, either as applicable.

Footnote:

*1 “which result in a change of the minimum freeboard” should be understood as “which are used in determining the minimum freeboard even though the minimum freeboard has no change in fact”.

*2 Where the completion date of the conversion has been subject to delay beyond the period referred to in paragraph 3.3 above due to unforeseen circumstances beyond the control of the builder and the owner, the other dates referred to in paragraph 3.1 or 3.2 above, if applicable, may be accepted by the Administration in lieu of the completion date of the conversion in accordance with MSC-MEPC.1/Circ.1247.

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