

# **The Requirements related to Major Conversions**

## **Amended Rules and Guidance**

Rules for the Survey and Construction of Steel Ships Part B  
Rules for High Speed Craft  
Rules for Safety Equipment  
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Guidance for High Speed Craft  
Guidance for Safety Equipment

## **Reason for Amendment**

The following interpretations regarding the application of the SOLAS requirements related to major conversions have been specified by IACS and the IMO.

- (1) MSC.1/Circ.1246: Approved at the 83<sup>rd</sup> Session of the Maritime Safety Committee held in October 2007, this clarifies the interpretation of “Major Conversion” found in SOLAS Chapter II-1 (approved at the 63<sup>rd</sup> Session of the Marine Safety Committee held in May 1994) by adding a definition for the term “existing ship”.
- (2) MSC.1/Circ.1284: Approved at the 85<sup>th</sup> Session of the Marine Safety Committee held in December 2008, this clarifies the interpretation of “Major Conversion” regarding the application of SOLAS Chapter II-1 Regulation 1.3 and 3-6 as it relates to the conversion of single hull tankers to double hull tankers/bulk carriers.
- (3) IACS UI SCS226: This is an interpretation regarding the application of the SOLAS requirements that are related to the conversion of single hull tankers to double hull tankers/bulk carriers.

Accordingly, all relevant requirements have been amended in accordance with MSC.1/Circ.1246, MSC.1/Circ.1284 and IACS UI SC226 in order to specify the requirements that are related to the conversion of single hull tankers to double hull tankers/bulk carriers.

## **Outline of Amendment**

The relationship between modifications of class maintenance surveys and classification items is specified, and the requirements related to the application for major conversions have been amended.