



Ref. T4/5.01

MSC.1/Circ.1284
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UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6

1 The Maritime Safety Committee, at its eighty-fifth session (26 November to 5 December 2008), with a view to providing guidance on the application of SOLAS regulation II-1/1.3, concerning the term “repairs, alterations and modifications of a major character”, and of SOLAS regulation II-1/3-6 concerning the applicability of the regulation to single-hull tankers being converted to double-hull tankers and the term “substantial new structures”, agreed to the interpretations of SOLAS regulations II-1/1.3 and II-1/3-6 as set out in the annex.

2 Member Governments are invited to use the annexed interpretations as guidance when applying relevant provisions of SOLAS chapter II-1 and to bring them to the attention of all parties concerned.

ANNEX

UNIFIED INTERPRETATIONS OF SOLAS REGULATIONS II-1/1.3 AND II-1/3-6

Regulation II-1/1.3 – Application

- 1 Conversions of single-hull tankers to double-hull tankers are regarded as modifications of a major character for the purposes of SOLAS chapter II-1.
- 2 Repairs, alterations and modifications of a major character should include:
 - .1 Substantial alteration of the dimensions of a ship, for example:

Lengthening of a ship by adding a new midbody. The new midbody should comply with SOLAS chapter II-1.
 - .2 A change of ship type, for example:

A tanker converted to a bulk carrier. Any structure, machinery and systems that are added or modified should comply with SOLAS chapter II-1.
- 3 In the context of conversions of single-hull tankers to double-hull tankers, the flag State Administration should decide on a case-by-case basis which retrofitting requirements should be fulfilled.

Regulation II-1/3-6 – Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers

Permanent means of access contained in table 1 of the Technical provisions for means of access for inspections (resolution MSC.158(78)) should not apply to tankers converting from single-hull to double-hull. However, if, in the course of conversion, substantial new structures are added, these new structures should comply with the regulation. The term “substantial new structures” means hull structures that are entirely renewed or augmented by new double bottom and/or double side construction (e.g., replacing the entire structure within cargo area or adding a new double bottom and/or double side section to the existing cargo area).
