

- (ii) the building contract is placed after 1 January 1974, or in cases where no building contract has previously been placed, the keel is laid or the tanker is at a similar stage of construction after 30 June 1974.

(2) Cargo tanks of oil tankers shall be of such size and arrangements that the hypothetical outflow O_c or O_s calculated in accordance with the provisions of Regulation 23 of this Annex anywhere in the length of the ship does not exceed 30,000 cubic metres or $400 \sqrt[3]{DW}$, whichever is the greater, but subject to a maximum of 40,000 cubic metres.

(3) The volume of any one wing cargo oil tank of an oil tanker shall not exceed seventy-five per cent of the limits of the hypothetical oil outflow referred to in paragraph (2) of this Regulation. The volume of any one centre cargo oil tank shall not exceed 50,000 cubic metres. However, in segregated ballast oil tankers as defined in Regulation 13 of this Annex, the permitted volume of a wing cargo oil tank situated between two segregated ballast tanks, each exceeding l_c in length, may be increased to the maximum limit of hypothetical oil outflow provided that the width of the wing tanks exceeds t_c .

(4) The length of each cargo tank shall not exceed 10 metres or one of the following values, whichever is the greater:

- (a) where no longitudinal bulkhead is provided:

$$0.1 L$$

- (b) where a longitudinal bulkhead is provided at the centreline only:

$$0.15 L$$

- (c) where two or more longitudinal bulkheads are provided:

- (i) for wing tanks:

$$0.2 L$$

- (ii) for centre tanks:

- (1) if $\frac{b_i}{B}$ is equal to or greater than $\frac{1}{5}$:

$$0.2 L$$

- (2) if $\frac{b_i}{B}$ is less than $\frac{1}{5}$:

– where no centreline longitudinal bulkhead is provided:

$$(0.5 \frac{b_i}{B} + 0.1) L$$

– where a centreline longitudinal bulkhead is provided:

$$(0.25 \frac{b_i}{B} + 0.15) L$$

(5) In order not to exceed the volume limits established by paragraphs (2), (3) and (4) of this Regulation and irrespective of the accepted type of cargo transfer system installed, when such system inter-connects two or more cargo tanks, valves or other similar closing devices shall be provided for separating the tanks from each other. These valves or devices shall be closed when the tanker is at sea.

(6) Lines of piping which run through cargo tanks in a position less than t_c from the ship's side or less than v_c from the ship's bottom shall be fitted with valves or similar closing devices at the point at which they open into any cargo tank. These valves shall be kept closed at sea at any time when the tanks contain cargo oil, except that they may be opened only for cargo transfer needed for the purpose of trimming of the ship.