

2.4.2 For oil tanker of 5,000 metric tons deadweight and above, the required mean oil outflow parameter is calculated in accordance with paragraph 3.1 of regulation 23.

$$\begin{array}{ll} O_M \leq 0.015 & \text{(for } C \leq 200,000 \text{ m}^3\text{)} \\ O_M \leq 0.012 + (0.003/200,000)(400,000 - C) & \text{(for } 200,000 \text{ m}^3 < C < 400,000 \text{ m}^3\text{)} \\ O_M \leq 0.012 & \text{(for } C \geq 400,000 \text{ m}^3\text{)} \end{array}$$

Since C is equal to $333,200 \text{ m}^3$, the required mean oil outflow parameter O_M is as follows.

$$\begin{array}{l} \text{Required } O_M \leq 0.012 + (0.003/200,000)(400,000 - 333,200) = 0.0130 \\ \text{Required } O_M, 0.0130 > \text{actual } O_M, 0.0095 \end{array}$$

The vessel is therefore in compliance with the “Accidental oil outflow performance” regulation 23.

REFERENCES

- (1) Report of the IMO Comparative Study on Oil Tanker Design (MEPC 32/7/15).
- (2) Statistical Analysis of Classification Society Records for Oil tanker Collisions and Groundings, Lloyds Register STD Report No. 2078-3-2.

RESOLUTION MEPC.122(52)

Adopted on 15 October 2004

EXPLANATORY NOTES ON MATTERS RELATED TO THE ACCIDENTAL
OIL OUTFLOW PERFORMANCE UNDER REGULATION 23 OF THE REVISED
MARPOL ANNEX I