PANAMA CANAL SHIPBOARD OIL POLLUTION EMERGENCY PLAN

PCSOPEP

for

SEAGALAXY
IMO 9847231

Prepared in Accordance with the PCSOPEP Requirements for entering Panama Canal Waters as put forth by the Autoridad del Canal de Panamá (ACP)

This Annex Has Been Prepared For An Existing Approved SOPEP/SMPEP.
RECORD OF REVIEW

This plan was issued in its original format in January, 2019. All changes thereto are as indicated in the table below.

<table>
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<tr>
<th>Rev. No.</th>
<th>Sections</th>
<th>Issue Date</th>
<th>Brief Details</th>
<th>Entered By:</th>
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<tr>
<td>00</td>
<td>Entire</td>
<td>01/03/2019</td>
<td>New Issue - Seaglaxy</td>
<td>KC</td>
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</tbody>
</table>
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2. Spill Notification Procedures
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5. Crew Training Program
6. Authorized Person
7. Classification Criteria
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10. Acronyms
11. Glossary

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Emergency Contacts for Panama Canal Waters

Guidance for Completion of Notification Checklist for Use in Panama Canal Waters

NOTIFICATION CHECKLIST FOR USE IN PANAMA CANAL WATERS
1. PURPOSE AND INTRODUCTION

PURPOSE

The Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP) seeks to implement emergency preparedness strategies for Panama Canal waters. The PCSOPEP will aid the Panama Canal Authority (ACP) in minimizing consequences of spills and emergencies by safeguarding life, reducing the impact on the environment, and ensuring the continuous operation of the Canal.

Vessels shall have the primary responsibility of implementing the PCSOPEP and participating in the response, as stated in Section Four of Chapter IX of the Regulation on Navigation in Panama Canal waters, following the procedures developed herein. However, all efforts shall be in accordance with Article 10 of the Regulation on Navigation in Panama Canal waters.

INTRODUCTION

This annex, hereinafter referred to as the Panama Canal Shipboard Oil Pollution Emergency Plan (PCSOPEP), has been prepared to be submitted along with the existing approved MARPOL Annex I SOPEP or Annex II SMPEP and is mandatory for vessels transiting the Panama Canal which have a carrying capacity of 400 Metric Tons (MT) or more of oil as cargo and/or fuel. It implements emergency preparedness strategies for vessels arriving at Panama Canal waters according to Section Four of Chapter IX of the Regulation on Navigation in Panama Canal Waters.

For clarity, the area referred to as Panama Canal Waters is defined as follows:

Panama Canal Waters: Refers to all waters within the Canal Operation Compatibility Area as defined in item a. of the Annex of the Regulation for Navigation in Panama Canal Waters as the geographic area, including its land and waters, where only activities compatible with the operation of the Canal may be carried out. (Item a of the Annex reads as follows: Canal Operation Compatibility Area. Described as a continuous area generally following the course of the Panama Canal, and generally contiguous to it, running from the Atlantic ocean to the Pacific ocean. It includes the Atlantic entrance and its anchorage areas, the port of Cristobal, Gatun Locks, Gatun Dam, Gatun Spillway, Gatun power station, Portions of Gatun Lake, Culebra Cut, Pedro Miguel Locks, Miraflores Lake, Miraflores Locks, Miraflores Spillway, Miraflores Filtration Plant, Miraflores power station, the Port of Balboa, the Pacific entrance and its anchorage areas, as well as the land and water areas encompassing them.)

Section Four of the regulation is implemented through the procedures of the PCSOPEP Requirements.

The PCSOPEP helps vessels prepare for emergencies in the Panama Canal by the following strategies:

1. it identifies an Authorized Person that resides locally (in Panama) and represents the vessel in case of an emergency;

2. it identifies the resources required to prepare for an oil spill emergency and carrying out the response and clean-up tasks to an end; and

3. it indicates other activities required by regulation, such as training, record keeping and exercising.
2. **SPILL NOTIFICATION PROCEDURES**

Reference: See the corresponding section of the approved SOPEP/SMPEP.

The vessel activates its PCSOPEP with the notification process.

In the event of an emergency in Canal waters, the vessel shall notify the Autoridad del Canal de Panamá (ACP), otherwise referred to as the Panama Canal Authority through the Panama Canal Pilot onboard. In the event that the vessel does not have a Panama Canal Pilot onboard, notifications shall be made to the ACP via **VHF radio Channels 12 or 16** as described in Article 29 of the ANNEX of the Regulation for Navigation in Canal Waters (Agreement No. 13).

When instructed by the ACP, the vessel shall contact its PCSOPEP **Authorized Person**, contact details stated on the form **Emergency Contacts for Panama Canal Waters** of this annex.

Upon activation of the plan, the vessel's Authorized Person may establish and maintain communication with the **Marine Traffic Control Center at (+507) 272-4201 or (+507) 272-4202**.

The Panama Canal may request the Authorized Person to report to an Emergency Operations Center.

Notification commences as soon as an actual or probable leak of any oil is detected and shall not be delayed during the process of gathering information.

The vessel may use or reference SOPEP specific forms for initial notification observing that such forms include all information required in part 1.5 of the PCSOPEP Requirements.

- Vessel Name
- Flag
- IMO and / or Panama Canal Ship Identification Number (SIN)
- Incident Location
- Date & Time of Incident
- Planned Transit Route
- Nature of Incident
- Identification Of Spilled Product And Any Toxic Or Explosive Hazard
- Estimated Volume of Spilled Substance
- Identification of Spilled Substance and Any Toxic or Explosion Hazard
- Size and Appearance of the Slick
- Weather Conditions
- Actions Taken or Planned by On-Scene Personnel and Vessel Conditions
- Injuries or Deaths
- Any Other Information Deemed Appropriate
NOTE: For ease of reference and convenience, a Notification Checklist and Guidelines for Completion of the Notification Checklist have been prepared specifically for use in Panama Canal Waters including all the above information. These can be found at the end of this Annex.
3. **SPILL RESPONSE PROCEDURES**

The Panama Canal Authority will perform spill response and clean-up operations at the expense of the vessel that generated the spill.

Spill response procedures shall be complied with as stated in corresponding section of the approved SOPEP/SMPEP.

3.1 **Response Areas**

For the purpose of the oil spill response planning, Panama Canal waters have been divided into three main response areas:

- Pacific Anchorage and Channel Area
- Lake Areas
- Atlantic Anchorage and Channel Area

Both the Pacific and Atlantic areas are saltwater bodies of the Canal, whereas the lakes are freshwater bodies. As such, the specifications required for equipment and response strategies differ for each of these areas.
4. OIL POLLUTION PREVENTION MEASURES SPECIFIC FOR PANAMA CANAL WATERS

Before arriving at Panama Canal Waters, the Master shall ensure that this Annex is reviewed and that exercises have been conducted in accordance with the Crew Training Program (see Section 5 of this annex).

Further, reference shall also be made to Section Two, Risk Prevention and Control from the "Regulations on Navigation in Panama Canal Waters".

4.1 Prevention Measures

During a transit, vessels accomplish most of their navigation through fresh water bodies used for human consumption, and through environmentally sensitive areas, which are also important to tourism. These areas are accessed via confined navigation channels and Locks structures. Prior to transit, the master shall verify compliance with all applicable ACP regulations to include prevention of incidents in the Panama Canal, specifically noting that:

1. The vessel shall not perform any activity that implies a risk of, or results in, pollution of waters within the Area of Compatibility with Canal Operations;
2. The vessel shall not discharge or throw into Panama Canal waters any ballast, ashes, boxes, barrels, straw, paper, or other solid matter; nor discharge heavy slops, engine or fire room bilge water, sewage water, oil, radioactive substances, or any other contaminating substances;
3. The master and crew shall review activities, including drills or exercises and response procedures, and increase alertness and readiness to react to any incident, taking into account specific considerations of the environment;
4. The master shall incorporate information published in Advisories to Shipping into the PCSOPEP, as necessary;
5. The master shall verify compliance with the ACP regulations regarding the specific provisions for navigation in the Panama Canal and for the prevention of collisions;
6. The master shall ascertain that all required measures are in place to comply with these preventive measures.

When preparing a response plan for Panama Canal waters, special attention must be given to the fact that vessels in Canal waters transit through confined navigational channels and locks structures which require specific attention in the way a response is performed. For instance, a vessel that reports a spill in a lock chamber must consider that vapors may affect lock operations and personnel, as well as other vessels or assisting tugs and launches that may be in the same lock chamber.

4.2 In Case of an Incident

Primary shipboard oil pollution response activities shall be conducted in compliance with the ACP regulations and the PCSOPEP of the vessel. The master shall make all efforts to coordinate activities with the ACP, as soon as practicable, in order to minimize impact to the Panama Canal.
5. CREW TRAINING PROGRAM

References: See also the corresponding sections of the approved SOPEP/SMPEP for more information regarding Drills and Training and Record of Exercises.

It is imperative that all officers and members of the crew who may be required to report information regarding an incident, be well versed with Notification Procedures when in Panama Canal Waters. As such training is to be conducted in accordance with the SOPEP/SMPEP procedures taking into consideration any additional notification requirements when the vessel is in Panama Canal Waters. Prior to arrival in Panama Canal Waters, it is reiterated that the Master shall ensure that this Annex is reviewed and that exercises are performed to comply with the following:

- Vessels must perform PCSOPEP notification exercises to the Authorized Person at least twice per calendar year These exercises may also be conducted while outside of Panama Canal waters;
- The vessel must properly document all such exercises and drills and maintain these records for a minimum of three years as per Section 8 of this plan;

**NOTE:** The ACP may at any time require a vessel to perform a PCSOPEP notification exercise and/or to participate in response drills with the ACP. Again, such drills and exercises must be properly documented and maintained. Joint exercises, with the participation of vessels and the ACP, will be previously coordinated and will not delay transits.

Further, reference shall be made to Section Two, Risk Prevention and Control from the “Regulations on Navigation in Panama Canal Waters”.


6. AUTHORIZED PERSON

The following Authorized Person resides in the Republic of Panama and will serve as a liaison between this vessel and the Incident Management System of the Panama Canal Authority to procure and consign, on behalf of the vessel, acceptable warranties to cover the costs of the response and cleanup of oil spills:

OOPS (Panama), S.A.

(For contact details, please refer to the Emergency Contact for Panama Canal Waters of this annex)

Persons acting as Authorized Person are fluent in English and Spanish and have an in-depth knowledge, skills and experience in the Incident Management System and emergency preparedness. Further, the Authorized Person has a full and thorough understanding of this PCSOPEP.

From the onset of a spill, the vessel will contact the Authorized Person, who will in turn ensure communication capabilities to interact with the Panama Canal Authority's Incident Management System.

Brief Resume

OOPS (Panama) S.A. is an extension of the well known U.S. based QI and Marine Crisis Managers, O'Brien's Response Management. As such, OOPS (Panama) S.A. is manned by professionals who are well experienced in the field of marine response and who have access to the highest level of Marine Crisis Management expertise in the industry.

Being part of a well networked organization, OOPS (Panama) S.A. has the capability to provide reliable and round the clock expert services and assistance to all vessels calling Panama Canal Waters with whom they are associated.

Authorization To Provide Authorized Person Services

By the submission of this PCSOPEP Annex the plan holder hereby certifies that OOPS (Panama) S.A. shall for the duration of the validity of this plan provide Authorized Person services to the vessel and the vessel operator/manager/owner for whom this plan has been prepared and submitted.
7. CLASSIFICATION CRITERIA

7.1 Tier Classification

The ACP has established a four-tier program requirement based on four response levels. In the event of an incident, vessels in Canal waters are to make the necessary notifications such that assistance may be expedited to provide the resources for spill removal and cleanup. Following are the tier structures based on the vessel's oil carrying capacity:

- **(TS) Tier S** - for vessels with an oil carrying capacity of 400 MT up to 1,000 MT
- **(T1) Tier 1** - for vessels with an oil carrying capacity of more than 1,000 MT up to 7,000 MT
- **(T2) Tier 2** - for vessels with an oil carrying capacity of more than 7,000 MT up to 15,000 MT
- **(T3) Tier 3** - for vessels with an oil carrying capacity of more than 15,000 MT up to 90,000 MT
- **(T4) Tier 4** - for vessels with an oil carrying capacity of more than 90,000 MT up to 140,000 MT
- **(T5) Tier 5** - for vessels with an oil carrying capacity of more than 140,000 MT

7.2 Vessel Tank Capacities

<table>
<thead>
<tr>
<th>Vessel Name: SEAGALAXY</th>
<th>Total Cargo Capacity: 1127.856 M³</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Capacity Fuel Oil: 3213.300 M³</td>
</tr>
<tr>
<td></td>
<td>Total Capacity Diesel Oil: 324.000 M³</td>
</tr>
<tr>
<td></td>
<td>Total Capacity Gas Oil: N/A</td>
</tr>
<tr>
<td></td>
<td>Total Capacity Hydraulic Oil: N/A</td>
</tr>
<tr>
<td></td>
<td>Total Capacity Lub Oil: 28.200 M³</td>
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<tr>
<td></td>
<td>Capacity Overflow Tank: 20.200 M³</td>
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<tr>
<td></td>
<td><strong>Total</strong>: 4713.556 M³</td>
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<tr>
<td></td>
<td><strong>Total Metric Tons</strong>: 4450.540 MT</td>
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</table>

According to the above calculation, the criterion that applies to this vessel is **Tier 1**. Additional vessel particulars can be found in the corresponding sections of the approved SOPEP/SMPEP.
8. RECORD OF EXERCISES

References: Please refer to Section 5, Crew Training Program of this plan.

Please also refer to the corresponding sections of the approved SOPEP/SMPEP.

All drills and exercises that are conducted onboard or involving the vessel shall be properly documented in the Deck Log Book. In addition, detailed records of such drills and exercises are to be properly documented and maintained onboard.

All exercise and drill records will be maintained for a minimum of three years.
9. PLAN VALIDITY, REVIEW AND UPDATE

Once a PCSOPEP has been submitted to the ACP for verification and issued with a Notice of Acknowledgement, valid for four years, the plan must still be maintained up to date. The Notice of Acknowledgement must be carried onboard the vessel and presented as a transit requirement whenever requested by the ACP. In order to maintain validity of the plan, amendments to the PCSOPEP must be submitted to the ACP for review should any of the following conditions arise; failure to send such revisions to the ACP will render the Notice of Acknowledgement invalid:

- Significant changes in vessel configuration that affects information included in the Plan;
- Significant changes in a vessel's emergency response structure or procedures;
- Any non-compliance condition found during random inspections by the Panama Canal Authority;
- Change in vessel name, ownership, or administration that affects the relationship with the ACP and the Authorized Person.

If the PCSOPEP, for whatever reason, is found not to meet the requirements, the ACP will issue notice using a PCSOPEP Verification Form. The ACP will grant the vessel a grace period, not to exceed six (6) months, within which time all necessary changes must be made to the plan. During this grace period the vessel will be permitted to transit, subject to the conditions indicated in the PCSOPEP Verification Form.

9.1 Plan Expiration and Resubmission

Upon expiration or invalidation of the Notice of Acknowledgement, reviewed/updated plans must be resubmitted to the ACP for re-verification. There are two options for resubmission:

- Submission of a complete new plan; or
- Submission of only those changes considered necessary in order to update the plan. All changes will be clearly identified on the Record of Review.

It is recommended that such updates be submitted at least one (1) month prior to vessel's arrival at Panama Canal waters, but must not be submitted any less than 96 hours prior to the vessel's arrival.
### 10. ACRONYMS

<table>
<thead>
<tr>
<th>ACRONYM</th>
<th>DESCRIPTION</th>
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</thead>
<tbody>
<tr>
<td>ACP</td>
<td>Autoridad del Canal de Panamá (Panama Canal Authority)</td>
</tr>
<tr>
<td>Bbls</td>
<td>Barrels</td>
</tr>
<tr>
<td>EDRC</td>
<td>Effective Daily Recovery Capacity</td>
</tr>
<tr>
<td>MT</td>
<td>Metric Ton</td>
</tr>
<tr>
<td>PCSOPEP</td>
<td>Panama Canal Ship Oil Pollution Emergency Plan</td>
</tr>
<tr>
<td>TSC</td>
<td>Temporary Storage Capacity</td>
</tr>
<tr>
<td>TS</td>
<td>Tier S</td>
</tr>
<tr>
<td>T1</td>
<td>Tier 1</td>
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<tr>
<td>T5</td>
<td>Tier 5</td>
</tr>
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</table>
### 11. GLOSSARY

| **Atlantic Anchorage and Channel Area** | Response area that includes the anchorage at the Atlantic Entrance and channel Area, Limon Bay, and the approach to Gatun Locks. |
| **Authorized Person** | The person who acts as a liaison between the vessel and the Authority to obtain and consign, on behalf of the vessel, acceptable guarantees, to the satisfaction of the Authority, to cover the costs of the response and cleanup of oil spilled in Canal waters. The Authorized Person shall reside in the Republic of Panama. |
| **Incident Management System** | The organizational structure adopted by the ACP to administer emergencies whereby individual roles and responsibilities, lines of communications, and span of control are pre-established. |
| **Lake Areas** | Response area that includes freshwater bodies within the Gatun Lake, Culebra Cut, Miraflores Lake, and within the Locks. |
| **Oil** | All substances listed in Appendix I of Annex I of MARPOL. |
| **Pacific Anchorage and Channel Area** | Response area that includes the anchorages at the Pacific Entrance and Channel Area, Balboa basin, and the approach channel to the Miraflores Locks. |
| **Panama Canal Waters** | Please refer to the introduction for a full definition |
| **Resources Placed On-Site** | Resources located as close as possible to the scene of a spill to meet the response time requirements of Tier S and Tier 1. |
| **Tiers S, 1, 2, 3, 4 and 5** | The combination of response resources and times within which the resources must be capable of arriving on-scene to meet Panama Canal requirements. |
EMERGENCY CONTACTS FOR PANAMA CANAL WATERS

1a. Autoridad del Canal de Panamá (ACP): Contact Via Pilot Onboard or
[Panama Canal Authority] VHF radio Channels 12 or 16

1b. Marine Traffic Control Center: Tel:+507-272-4201 / +507-272-4202

2. Authorized Person: OOPS (Panama), S.A.
Barwil Agencies S.A.
International Business Park
Panama Pacífico, Howard
Building 4A, 4th floor, Suite 401
Panama, Republic of Panama

Telephone
(24 hours): +507-6673-6081
Telefax: +507-214-4420
Email: oopspanama@oopspanama.com
Ethzel Davis - Mobile Tel: +507-6674-6079
Annais De Obaldia - Mobile Tel: +507-6674-7223
Marcelo Vega - Mobile Tel: +507-6672-0170

3. Company: Contact details can be found in the corresponding section of the approved SOPEP/SMPEP
# GUIDANCE FOR COMPLETION OF

NOTIFICATION CHECKLIST FOR USE IN PANAMA CANAL WATERS

(Attached is a Blank Checklist for Completion and Submission)

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<th>Function</th>
<th>Explanation</th>
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<tbody>
<tr>
<td>Name &amp; Address</td>
<td>Addressee</td>
<td>To whom Message is Sent</td>
</tr>
<tr>
<td>MP Or Give Full Name</td>
<td>Type of Report (Nature of Incident)</td>
<td>Marine Pollution Report Or Any Other Report</td>
</tr>
<tr>
<td>MP Or Give Full Name</td>
<td>Addressee</td>
<td>Name, Flag, Call Sign, Official &amp; IMO Numbers</td>
</tr>
<tr>
<td>BB</td>
<td>Date &amp; Time of Event</td>
<td>A Four [4] Digit Group Giving Latitude in Degrees &amp; Minutes Suffixed with N or S &amp; a Five [5] Digit Group Giving Longitude in Degrees &amp; Minutes Suffixed With E Or W Or True Bearing [First 3 Digits] &amp; Distance [State Distance] In Nautical Miles From Clearly Identified Landmark [State Name Of Landmark]</td>
</tr>
<tr>
<td>CC Or DD</td>
<td>Position (Incident Location)</td>
<td>True Course As Three [3] Digit Group</td>
</tr>
<tr>
<td>EE</td>
<td>Course</td>
<td>In Knots &amp; Tenths of A Knot Expressed As A Three [3] Digit Group</td>
</tr>
<tr>
<td>FF</td>
<td>Speed</td>
<td>Details of Intended Track</td>
</tr>
<tr>
<td>LL</td>
<td>Route Information (Planned Transit Route)</td>
<td>State In Full The Names Of The Stations &amp; Frequencies Guarded / VHF Channels</td>
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<tr>
<td>MM</td>
<td>Radio Communications</td>
<td>Date &amp; Time Group Expressed As In BB</td>
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<tr>
<td>PP</td>
<td>Cargo Onboard - May Be Included In [RR] As Relevant</td>
<td>Condition Of Vessel As Relevant. Ability To Transfer Cargo / Ballast / Fuel.</td>
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<tr>
<td>QQ</td>
<td>Defects / Damages / Deficiencies / Other Limitations</td>
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<th>Explanation</th>
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<tr>
<td>RR</td>
<td>Description Of Pollution Or Possible Overboard Discharge</td>
<td>Correct Technical Name of Goods + UN Number + IMO Hazard Class. Name of Consignee Or Consignor. Total Quantity Onboard and Quantity Lost. Whether Or Not Loss of Cargo Is Continuing. Information On Movement of Lost Cargo. Cause of Loss of Cargo</td>
</tr>
<tr>
<td>SS</td>
<td>Weather Conditions</td>
<td>Brief Description Of Prevailing Weather &amp; Sea Conditions</td>
</tr>
<tr>
<td>TT</td>
<td>Ship's Representative and/or Owner</td>
<td>Name &amp; Telephone Number Of Vessel's Q.I. + Full Name, Address &amp; Numbers For Owner / Operator / Manager / Charterer</td>
</tr>
<tr>
<td>UU</td>
<td>Ship Size &amp; Type</td>
<td>Details of the Ships Overall Length, Greatest Breadth, Draught and Type. All details to be entered in meters (m)</td>
</tr>
<tr>
<td>XX</td>
<td>Miscellaneous</td>
<td>Number of Crew Onboard + Details Of Any Injuries/Deaths; Actions Being taken With Regards To The Discharge &amp; Movement Of the Ship. Assistance Or Response Which Have Been Requested and/or Provided By Others. Names Of Any Other Vessels Involved. If The Report Is Made By An Assisting Vessel, State Actions Planned.</td>
</tr>
</tbody>
</table>
# NOTIFICATION CHECKLIST FOR USE IN PANAMA CANAL WATERS

<table>
<thead>
<tr>
<th>Label</th>
<th>Function</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| **Name & Address** | **Addressee** | **ACP:** Contact via Pilot or VHF radio Channels 12 or 16  
**Authorized Person:** OOPS (Panama) S.A.  
Barwil Agencies S.A.  
International Business Park  
Panama Pacífico, Howard  
Building 4A, 4th floor, Suite 401  
Panamá, República de Panamá  
Telephone (24 hours): +507-6673-6081  
Telefax: +507-214-4420 |
| **MP or** Give Full Name | **Type of Report**  
(Nature of Incident) | Ship Name:  
Flag/Call Sign:  
IMO / Official Number: |
| **AA** | **Ship** | |
| **BB** | **Date & Time of Event** | |
| **CC or DD** | **Position**  
(Incident Location) | |
| **EE** | **Course** | |
| **FF** | **Speed** | |
| **LL** | **Route Information**  
(Planned Transit Route) | |
<p>| <strong>MM</strong> | <strong>Radio Communications</strong> | |
| <strong>NN</strong> | <strong>Time of Next Report</strong> | |
| <strong>OO</strong> | <strong>Maximum Present Draught In Meters</strong> | |
| <strong>PP</strong> | <strong>Cargo Onboard - May Be Included In [RR] As Relevant</strong> | |
| <strong>QQ</strong> | <strong>Defects / Damages / Deficiencies / Other Limitations</strong> | |
| <strong>RR</strong> | <strong>Description Of Pollution Or Possible Overboard Discharge</strong> | |
| <strong>SS</strong> | <strong>Weather Conditions</strong> | |</p>
<table>
<thead>
<tr>
<th>Label</th>
<th>Function</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| TT    | Ship's Representative and/or Owner | QI: OOPS (Panama) S.A. (Contacts details as stated above)  
Owner: 
Manager: 
Operator: 
Charterer: |
| UU    | Ship Size & Type              |                                                  |
| XX    | Miscellaneous                 |                                                  |