



Potential Responsible Party

Name/Business	Holland America Lines
Vessel Name	Volendam
Mailing Address	Seattle
Contact Name	Andrew Hope-Young
Contact Number	vodm- environmentalofficer@hollandamerica.com
Is PRP Vessel Aware of Incidents	Yes
Remarks	I contacted the EO 060918 @ 2040. I advised him of the situation with this discharge. He didn't come to witness the same but I showed him my pictures next morning. I obtained the specifics of which engines were running to complete this report.
Will Vessel Be Self Reporting Incident to ADEC-SPAR	No

Reporting Party Information

Report Date	Jun 10, 2018
Person Reporting	Steve Chouinard
Vessel Stationed Aboard	Holland Volendam
Vessel Code	HVO
Trip Type	VO

Spill Information

Date & Time of Spill	Jun 9, 2018 9:35:00 PM AKDT
Date & Time Discovered	Jun 9, 2018 9:35:00 PM AKDT
Description of Location	North end of the RR Dk., in SKG.
Substance Type	PW - Process Water
Product Spilled	Point source wash water discharge port liquid emissions from air pollution control technologies onboard.
Spilled Quantity	Unknown
Spilled UOM	Unknown
Affected Area (number)	1
Affected UOM	Sq Meters
Color And Appearance	Silver/Gray
Source of Spill	060918 - Particulate matter - dust, soot, dirt, with water surface mobility discovered from open loop point source wash water discharge ports. This is liquid emissions from air pollution control technologies onboard. Mitigation principles are at work to reduce GHG emissions through policy + technology changes. The theory behind the air emissions abatement technologies is that some of the air pollutants that the EPA sets standards for like, particulates, carbon monoxide, lead,

ozone, NOx & SOx become transformed into a nonhazardous substance that interacts dynamically in the surroundings with no harmful after effects. The influence on the local ecosystems species populations + non living elements such as water is subject to further review. DG 2 - started 060918 @ 2032, using HFO + EGCS. DG 5 - started 060918 @ 2041, on HFO and EGCS. The ship was underway 060918 @ 2105. I contacted the EO 060918 @ 2040. I advised him of the situation with this discharge. He didn't come to witness the same but I showed him my pictures next morning. I obtained the specifics of which engines were running to complete this report.

Yes

Installed air emissions abatement technologies being activated for DG2 & DG5.

None

On 060918 @ 2035 I noticed a distinct discoloration on the water surface. The dust, dirt, or soot was very near the When the engines were started in preparation to leave SKG.

Is it a greater than 400GT Vessel?

Cause of Spill

Cleanup Actions

Comments

Photos

Photo 1



Photo 1 Comments

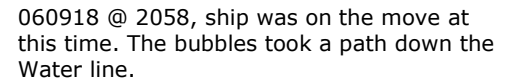
060918 @ 2035, operating DG 2 open loop discharge. Water surface discoloration was evident next to the outlet stream. DG 2 - started 060918 @ 2032, using HFO + EGCS.

Photo 2



Photo 2 Comments

060918 @ 2049, Discoloration was evident in operation of open loop discharge. DG 5 - started 060918 @ 2041, on HFO and EGCS. The ship was underway 060918 @



061018 @ 0827 - EO's computer was used to find events in NAPA electronic logs. Noteworthy items are when the two DG's were started and departing from SKG.