

## PREASSESSMENT SCREENING OIL SPILL REPORT FORM

**ERTS#** 725817

**Date of Incident:** 09/29/2023

**Potential Liable Party:** Liberty Maritime Corporation

**Product Spilled:** Waste Oil

**Spill Source:** LIBERTY PEACE (Ro-Ro Ship)

**Oil Spill Size Estimate:** 761 Gallons

**Water Body Affected:** Puget Sound

**Ecology Region:** NWRO

**County:** Kitsap

**Nearest City:** Manchester

**Location of Spill:** 47.553330, -122.521670

**Cause:** Negligence

**Ecology Responder:** Christian Nunez

**Incident Summary:** On September 29, 2023, the Roll on-Roll off vessel Liberty Peace was anchored in the Yukon Harbor, near Manchester, Washington. At 09:50, the first assistant engineer began an internal transfer of oil from the port oily bilge tank to the incinerator waste oil service tank. Around 10:55, the engineer arrived at the area where the incinerator waste oil tank was located and noticed that the transfer pump was still running. He immediately stopped the pump and took actions to address the tank which was overflowing. At about the same time, a crewmember conducting rounds noticed a sheen off the vessel's port side and alerted the first assistant engineer. After the first assistant engineer informed the Chief Engineer (CE), the CE reported the spill to the vessel's master, who then notified the Qualified Individual at Gallagher Marine, who made spill notification calls. The source of the spill was contained by the ships crew and US Ecology was contracted to clean the hull. The Department of Ecology's investigation into the incident determined that between 760 and 1,100 gallons of waste oil was likely spilled to Yukon Harbor.

Multiple Standing Orders (SO) were not followed during the incident. The CE requested that the first assistant engineer conduct the transfer before the vessel got to port per SO. The engineer forgot and performed the transfer alone (against the SO to always have a two-man transfer) while at port without notifying the CE, who was required by SO to

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approve the transfer. A high-level tank alarm was disregarded by a crew member in the engine control room who assumed it was caused by the first assistant engineer. The alarm was not reported to the CE.