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|  | LARGE COMMERCIAL PASSENGER VESSEL PERMITTED / WASTEWATER DISCHARGE UNDERWAY INSPECTION REPORT Alaska Department of Environmental Conservation Division of Water | | Form: AK-LCPV-D |
| | | | Last Updated 4/21/2025 |
| 1: General Information | | | |
| Inspection Date: 9/2/25-9/3/25 | | Vessel Name: Discovery Princess | |
| GP Auth # 2013DB0004-0041 | Registration # 2025-CS-0048 v1.0 | IMO #.: 9837468 | |
| Inspection: <input checked="" type="checkbox"/> Announced <input type="checkbox"/> Unannounced Type: <input checked="" type="checkbox"/> Routine <input type="checkbox"/> Other: Describe | | Location: (Port City/Dock): Ketchikan, AK/Berth 4 to Juneau, AK/AS Dock | |
| Arrival Time (at vessel): 13:50 | Inspection Start Date and Time: 9/2/25 14:00 | Inspection End Date and Time: 9/3/25 13:30 | |
| Comments Regarding Access (if any): None | | | |
| Opening Meeting: The opening meeting was attended by the Master and Environmental Officer. The inspector presented their credentials and informed the vessel's master that the Department was performing a routine inspection assessing permit compliance and discussed the scope and objectives of the inspection. The inspector informed the master that they would need access to machinery spaces, the engine control room and possibly other secure areas that may be necessary to complete inspection and determine compliance. The inspector informed the master that photos would be taken, and records may be requested during and/or after the inspection if necessary to confirm compliance. The master granted consent to the inspector to perform inspection. | | | |
| <input checked="" type="checkbox"/> Compliance Follow-Up (list if applicable): Discovery Princess was issued a Notice of Violation (NOV) for a sampling exceedance on 6/18/25 of 66 mg/L biological oxygen demand (BOD), Enforcement Tracking Number: 25-R0255-40-0001. Discovery Princess was issued an additional NOV for exceeding the monthly geometric mean concentration for BOD. Enforcement Tracking Number: 25-R0313-40-0001 | | | |
| DEC Compliance Inspector | | | |
| Name: Annie Goodenough Credential #: 353741 | | | |
| Vessel Representatives | | Primary Shoreside Contact | |
| Vessel Master: Alessandro Genzo Email: xpdcapt1@princesscruises.com Environmental Officer: Ali Hamidi-Toosi Email: xpdcapt1@princesscruises.com | | Name: Patrick McGuire Title: VP Environmental Operations and Policy Company: Princess Cruise Line Phone: (206) 225-6328 Email: pmcguire@princesscruises.com | |

| 2: Wastewater Discharge Documentation and Record Keeping |
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| Passengers onboard (during this voyage): 2,011 (passengers and crew) |
| <input checked="" type="checkbox"/> Quality Assurance Project Plan (QAPP): Approved copy onboard? |
| <input checked="" type="checkbox"/> Vessel Specific Sampling Plan (VSSP): Approved copy onboard? |
| <input checked="" type="checkbox"/> DEC WW GP 2013DB-0004: Copy onboard? Authorized to discharge: <input checked="" type="checkbox"/> Underway, <input type="checkbox"/> Stationary, <input type="checkbox"/> Skagway Additional Terms and Conditions, if any (Authorization Section 5, GP 4.3.2), (e.g., only GW in port, etc.): |
| <input checked="" type="checkbox"/> USCG Discharge Authorization Copy onboard? Date and location of most recent USCG inspection: 9/3/25 in Juneau |
| Other Documents Reviewed: None |
| Wastewater Discharge Logs |
| <input checked="" type="checkbox"/> WW Discharge Logs for previous 3 years available onboard? Type of Record Book: <input checked="" type="checkbox"/> Electronic, <input type="checkbox"/> Individual Pages, <input type="checkbox"/> Bound Book Electronic logs approved by flag state/class <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A If individual pages are used, are measures taken to ensure the records are tamper-proof? <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A Describe: NAPA electronic logs are used. The entries are printed regularly, signed in ink, and kept in a binder. <input checked="" type="checkbox"/> The vessel's name and official number are listed on the front cover and at the top of each page? <input checked="" type="checkbox"/> Each entry of a discharge is recorded without delay, signed and dated, with each completed page, and signed by the Master of the ship? List any emergency discharges, unauthorized discharges or otherwise exceptional discharges and any non-compliance with Sewage and Graywater Discharge record keeping requirements: A radio fell overboard and was reported to ADEC. |

| 3: Wastewater System |
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| AWTS (maker information): Hamworthy MBR 24 |
| <p>Number of permitted units onboard: 2</p> <p>Are there any non-permitted units? (units not intended for use in Alaska) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p> <p>Rated Design Capacity per unit (m³/day):</p> <p><input checked="" type="checkbox"/> All monitoring operable/in-use</p> <p><input checked="" type="checkbox"/> AWTS Maintenance planning and spare parts covered by approved vessel maintenance plan</p> <p><input checked="" type="checkbox"/> Checked for operational alarms indicated on the unit's local control panel</p> <p>General Notes regarding AWTS. Describe overall condition, any maintenance or operational changes, if any that affect system performance including deferred maintenance:</p> <p>The AWTS system components were observed to be operational with No indications of system faults. The local control panel had alarms regarding the interstage filter, which was being cleaned at the time of the inspection. Piping and system components were observed to be free of visible corrosion and in good repair. No leaks were observed.</p> |
| Wastewater Discharge Planning and Procedures |
| <p>Describe the vessel's environmental operations voyage planning:</p> <p>A meeting is held with attendees from the navigation officers, engineers and environmental operations departments prior to sailing. Department stakeholders determine the locations and times to perform various environmental operations and develop a schedule to conduct the planned operations which becomes the environmental voyage plan. Additionally, the Voyage Planning Officer and Environmental Officer meet every morning.</p> <p>What guidance (documents or otherwise) does the crew use when discharging?</p> <p>A proprietary system called One Ocean is used as a reference. The system provides guidance on the locations and types of operations that are allowed by law and company policy. Additionally, in the ECR there is an Environmental Monitoring screen which provides details about what environmental operations are allowed at a given time (Photo 06).</p> <p><input checked="" type="checkbox"/> MARPOL publications available for reference.</p> <p>Vessel Environmental Voyage Plan available? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>If YES, which operations are included in the plan:</p> <p>SOx limit, open loop EGCS, EGCS washwater, incinerator, visible smoke, Nox, bilge water, permeate, grey water, food waste, recreational water, biosludge, treated ballast water, exchanged ballast water, deck washing, brine, superchlorintaion, ash dispersal.</p> |
| Prevention of Spills, Unintended or Unauthorized Discharge |

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| <input type="checkbox"/> Lock or tamper-proof tag used to secure wastewater discharge valves <input checked="" type="checkbox"/> Remotely operated valves have controlled access <input checked="" type="checkbox"/> Controlled access to keys <input checked="" type="checkbox"/> Overflow alarm system in place, which is regularly tested (log entry) Are ballast water tanks used to hold wastewater? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If YES, where are internal transfers of wastewater logged? n/a |
| Bio-Residue (sludge) Handling |
| <input checked="" type="checkbox"/> Discharged to sea outside of 3NM from baseline (Sewage and Graywater Discharge Log) Outside 12 nm Capacity of holding tank(s): not checked Sufficient holding capacity for current itinerary? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO Is any bio residue discharged to shore facilities or incinerated (Garbage Record Book)? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| Untreated Wastewater Streams |
| Check the following waste streams that are discharged to the sea without treatment: <input checked="" type="checkbox"/> Galley Graywater Holding capacity: $173.6\text{m}^3 + 173.6\text{m}^3 + 236\text{m}^3$ <input checked="" type="checkbox"/> Food waste (biogesters used) Holding Capacity: 45.6m^3 <input checked="" type="checkbox"/> Laundry Graywater Holding capacity: $147.2\text{m}^3 + 108\text{m}^3$ <input checked="" type="checkbox"/> Recreational (Pool, Spa). Discharged inside of 3 NM? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO. If YES, describe treatment and testing to meet effluent standard: No treatment, held then discharged outside 12 nm Holding Capacity: not checked |
| Regulatory Effluent Sampling |
| WW sample taken during this inspection? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Was sample event viewed by inspector? <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A |
| General Observations: n/a |
| Vessel Process (Effluent) Sampling: Does the vessel conduct process sampling? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If YES, check parameters that apply <input checked="" type="checkbox"/> pH <input checked="" type="checkbox"/> FC <input checked="" type="checkbox"/> TSS <input checked="" type="checkbox"/> BOD <input checked="" type="checkbox"/> COD Additionally, nitrates, free chlorine and ammonia are tested for. |

Frequency of testing:

Every 3 days

4: Invasive Species Prevention and VGP Compliance

Ballast Water

EPA/USCG-approved Ballast Water Treatment System

IMO approved only,

Does the vessel conduct ballast water discharges in Alaska waters? YES NO

Approved Ballast Water Management Plan

Hull Husbandry

Approved Bio Fouling Management Plan on board

Date of last inspection of the hull or niche areas (rudder, propellers): August 17, 2025, propellor polish

Next drydock: October 25, 2025, in Seattle, WA

Photographic report from most recent underwater hull inspection/survey available

Cathodic protection/Impressed Current system YES NO

Is underwater hull cleaning to be conducted, planned to occur in AK waters? YES NO

Location (port) where cleanings are planned: Seattle

Waste Handling

Garbage Record Book reviewed

Waste offload receipts correlate to record book entries

Marine Growth in Sea-Strainers/piping landed as solid waste to shoreside facility

Is the vessel fitted with Garbage Incinerators? YES NO 1 incinerator on board

Does the vessel regularly utilize incineration to manage waste? YES NO

If YES, are units functional and operating properly? YES NO

Ash disposal recorded in Garbage Record Book

Describe what types of wastes are incinerated and where/when incinerator operations are used:

96% Paper, 1.8% Medical waste, 1% plastic, 1.2% category F non-haz

Describe food waste processes:

The ship is equipped with 10 biodigestors, 1 dehydrator and a biogrinder. Meat bones are kept in cold storage and offloaded weekly. Food from biodigestors is discharged outside 12 nm from the baseline. Most recent discharge of food waste was on 8/29/25, 30.5 m³ of food waste was discharged to sea (outside 12nm).

Photoshop onboard? YES NO

Notes on additional waste:

None.

Exhaust Gas Scrubber Systems

Exhaust Gas Scrubber System used? YES NO

If YES, verify the following:

System type: Open loop Closed loop Hybrid

*EGCS malfunction that lasts more than one hour, or repetitive malfunctions should be reported to the flag and port State's Administration along with an explanation of the steps the ship operator is taking to address the failure MEPC.1Circ. 883

Annual EPA report (previous calendar year) reviewed?

How many days did the vessel report exceedances on the 2024 EPA Annual Report?

11 days of turbidity exceedances, most associated with EGCS start

How many days per voyage does the vessel operate scrubbers in Alaska waters?

Every day

Viewed/collected a portion of Neptune (or other) EGCS monitoring data for further inspection

The inspector was denied access to Neptune data.

Was a visible residue, sheen, film or carried over particulate observed in wash water discharge?

YES NO

EGCS units installed and corresponding combustion sources.

4 DGs and 4 scrubbers

Dedicated combustion sources to MGO?

None

Dock-Side Observations

Potable Water bunkering: YES NO

The ship generally doesn't bunker freshwater except on occasion in Seattle.

WW Discharge observed? YES NO

Pump Truck City Sewer Overboard

The ship discharges approximately 250m³ of greywater during every Juneau port of call.

Sheens/Discolorations observed? YES NO

Agency Notified: USCG DEC-SPAR

NRC#1442253

Any exterior activity (painting/deck wash etc.)?

None observed.

NON-VESSEL Observations: (Dock-side Underway items not relating to vessel)

None.

SECTION 5: OVERVIEW

Inspection Observations/Summary

The inspector met with the Environmental Officer and reviewed paperwork, garbage logs, and food waste disposal procedures. After the ship got underway from the dock the inspector and EO visited the outer decks. Sheens were noticed along the starboard side, the source of which was unclear, though the sheens had similar characteristics to EGCS washwater sheens. When the inspector inquired about EGCS wash water compliance data, the EO denied the inspector access to Neptune data. The EO informed the inspector that there were no exceedances recorded by the compliance computer at the time the sheen was noticed.

After touring the outer decks, the inspector met briefly with the Master to discuss the sheen seen upon departure. He suggested the source may be from the nearby float plane dock. The inspector reviewed the biofouling logbook in NAPA, biofouling reports, and ballast water information.

The inspector visited the ship's technical office and reviewed waste receipts and fuel bunkering receipts. Then, with the 1st engineer and EO, the inspector toured the machinery spaces and inspected the MBR systems. At the time of inspection, maintenance by MBR plumbers was underway, including a manual cleaning of the interstage filter and a cleaning/flushing of one of the membrane banks. The inspector also viewed the permeate overboard point and sampling point.

The next morning, the inspector toured the outer decks as the ship navigated through Endicott Arm to the Dawes Glacier. The inspector monitored the EGCS washwater discharge point on the starboard side. At approximately 7:22, the inspector photographed black clumps in the water coming from the EGCS wash water discharge point. The inspector documented this with photos and video and immediately called the Environmental Officer.

Later, the inspector met with the EO and Master to discuss the black clumps. The Master reviewed internal CCTV footage and wasn't able to see the same sooty clumps from the same vantage point the inspector had and was not able to find footage that matched the inspector's photos. There was some discussion about the possible source of black soot in the water. Vessel schematics and engineers were consulted to match the location of the discharge with the EGCS washwater discharge point. The master and EO informed the inspector that there were no compliance exceedances during that time, nor during the entire time the ship was in Endicott Arm. The inspector was not permitted to review the compliance data to verify that there were no exceedances.

The inspector toured the outer decks while the ship maneuvered in the Gastineau Channel. The ship utilized MGO while in Gastineau Channel. No sheens were sighted by the inspector during docking operations in Juneau.

Additional Comments:

None

SECTION 6: FOLLOW-UP

Compliance Assistance Items

The sheens witnessed by the inspector were reported both to EPA Region 10 and the U.S. Coast Guard National Response Center for further review. The Vessel General Permit (or VGP, the permit which regulates scrubber discharges) Part 2.2.26 states that “Exhaust gas scrubber wash water discharge must not contain oil, including oily mixtures.”

The master had informed inspector that he didn’t believe that the sheens were not from the EGCS. If the water was discharged from a different source, this sheen would have needed to be reported to the USCG, which it was not.

Signature

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Date: 9/18/2025

Reviewed By – Ben Eisenstein
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Date: 9/18/2025

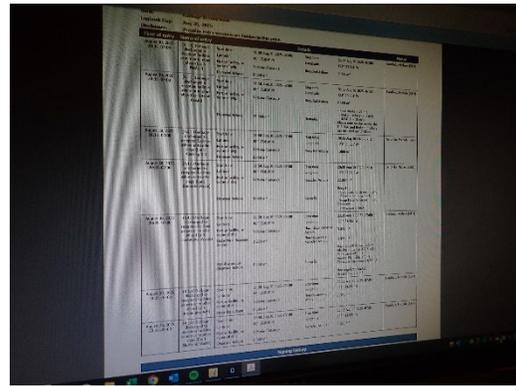
Photo Addendum

Photo 01



Discovery Princess Berth 4, Ketchikan, AK stern

Photo 02



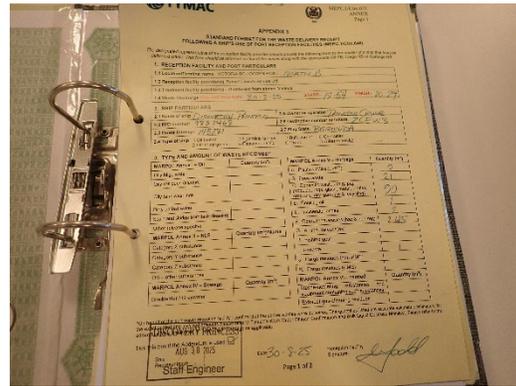
NAPA log garbage record book

Photo 03



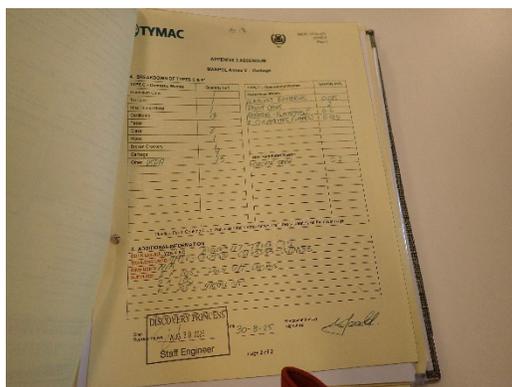
Seen just after departing Ketchikan (starboard aft)

Photo 04



TYMAC receipt 8/30/25 Victoria

Photo 05



TYMAC receipt 8/30/25 Victoria (page 2)

Photo 06



Environmental Monitoring screen

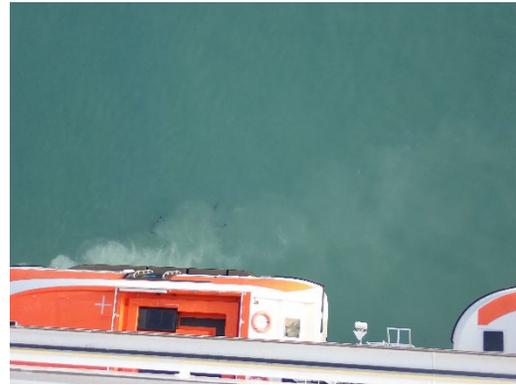
Photo Addendum

Photo 07



Interstage filter cleaning

Photo 08



Black chunks with EGCS wash water

Photo 09



Black chunks with EGCS wash water zoomed in