



# ENVIRONMENTAL PROTECTION AGENCY

P.O. BOX 1439  
WENO, CHUUKSTATE  
FEDERATED STATES OF MICRONESIA

TEL: (691) 330-4158

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## Situation Report (SITREP) (2)

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SITREP No. \_\_2\_\_ Name/contacts of person completing this report: \_\_EPA\_\_

Date/time of SITREP: \_\_9/16/25\_\_ Date/time of incident: \_\_9/15/25 900hrs/ 1145hrs\_\_

Location of incident: **7°18'08.68"N 151°53'36.61"E (WWII Vessel/Rio De Janeiro Maru)**

### 1. Incident Overview

An oil spill has been observed affecting the shoreline and coastal waters of Uman. The spill appears to be spreading into small waterways, mangrove areas, and residential shorelines. Community members are seen responding manually. As of yesterday, two monitoring teams were deployed, JMAS and Chuuk Environmental Protection Agency with Department of Marine Resources.

### 2. Team Observations

1. EPA/DMR: Off shore, the oil continues to seep from the sunken WWII vessel. The eastern shoreline of Uman (Soputiw, Nukanap, Sopota, Panitiw, & Mwanukun), oil sheen/slick was observed to cover about 2.6 miles. Mangroves roots and leaves were coated with a layer of sticky oil all around the observed area. Structures such as seawalls and docks were also covered with the sticky oil. Boats around the area were also covered with the sticky oil.

#### 2. JMAS:

- (1) Investigation Results
  - (1) Sea Surface Conditions
  - No oil spill was detected, and no black tar balls were found in the vicinity at the time of our visit. There were also no oil recovery work vessels in the vicinity.
- (2) Surroundings of the Rio Maru
  - A. Black heavy oil balls (1-2 cm in diameter) intermittently emerged from within the hull through the light vent on the first deck portside aft of the port bridge. No other oil spills were noted.
  - B. Upon checking the source of the oil leak, we found that heavy oil was likely slowly leaking from the air vent pipe from the fuel tank located below the hull and rising to the water surface.



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- (3). Probable Cause
  - Since the oil leak was from the fuel tank's air vent pipe, and the hull diagram of the Ri Maru indicates that the fuel tank in question was likely the forward fuel tank, the probable cause is as follows:
    - (1) Difference in specific gravity between oil and water
    - Fuel oil has a lighter specific gravity than seawater, so when seawater enters the tank, the lighter oil is forced upward and discharged through the vent pipe.
    - (2) Discharge of oil due to external pressure
    - If the tank is partially collapsed or seawater flows in due to external water pressure, the pressure difference may cause the oil in the tank to be forced out through the vent pipe.
- (4) Change in hull position

If the hull collapses or lists, the oil level in the tank will directly contact the vent pipe, causing a sudden oil outflow.
- 4. Future Measures
  - Based on today's investigation results, it is unlikely that the amount of oil leakage will increase dramatically in the future. However, for the time being, it will be necessary to monitor changes in the amount of oil leakage. Therefore, the JMAS Micronesia Field Office will focus its monitoring activities on the Rio de Janeiro Maru, which is conducted three times a week.

## Recommendations

1. **Immediate Containment:**
  - Use absorbent materials to recover oil from water surface.
2. **Community Safety:**
  - Provide gloves, masks, and protective gear for responders.
  - Restrict children's access to contaminated zones.
3. **Environmental Protection:**
  - Continue to monitor physical and chemical alteration of natural habitats, both short and long term, resulting from oil absorption into/onto affected areas
4. **Assessment & Monitoring:**
  - Estimate spill volume and observation 3 dives a week to monitor changes of oil leakage.
  - Monitor direction and drift with tides and currents.
  - Monitor any changes of affected area and surrounding islands on daily basis
5. **Coordination:**
  - Ban diving on wreck



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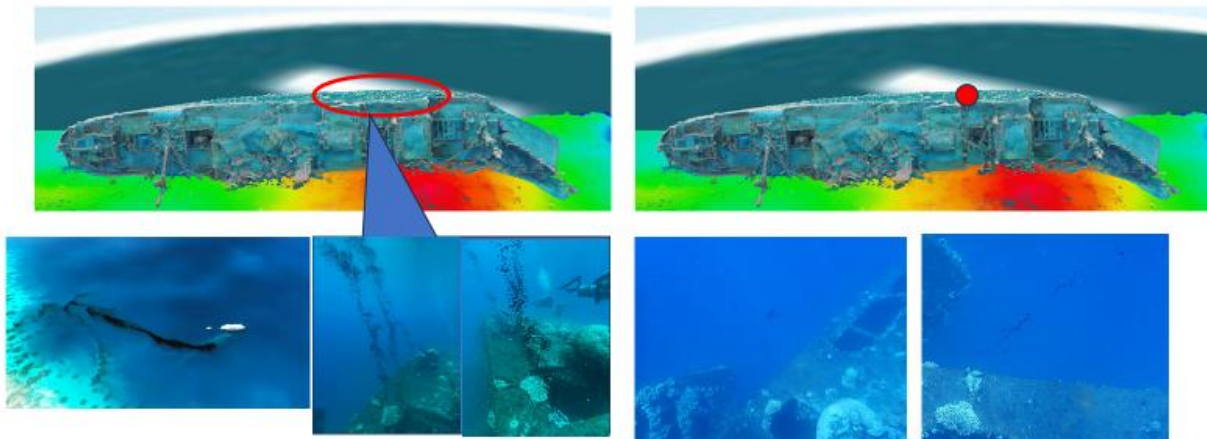
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- Notify relevant authorities for technical support.
- Engage local NGOs and agencies for assistance in clean-up operations.

## (Attachment)

油漏れ箇所  
Oil leak location



9月13日朝の状況  
Situation on the morning of September 13th

9月16日朝の状況  
Situation on the morning of September 16th

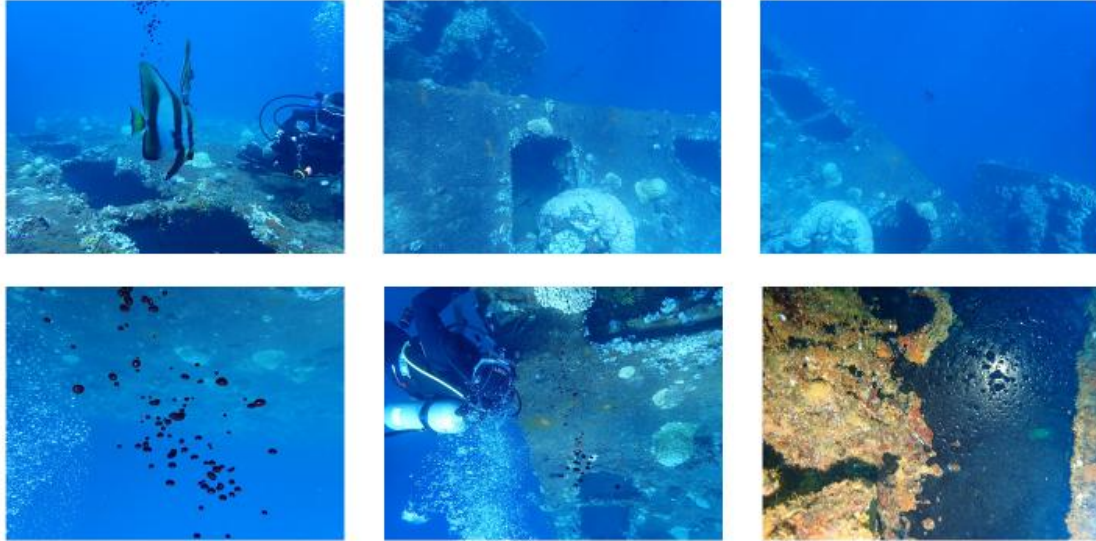


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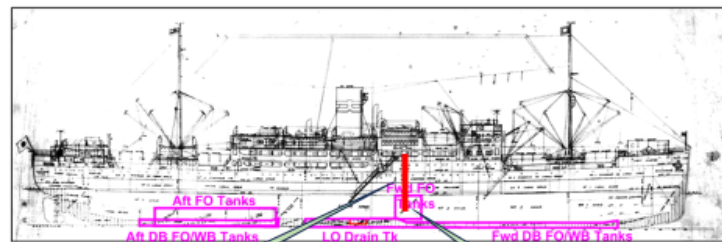
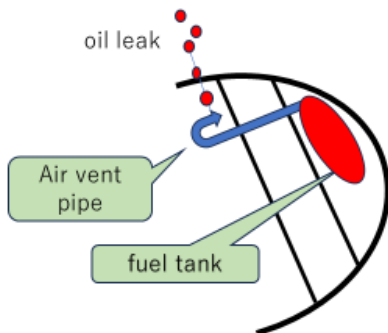
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参考写真 (9. 15)  
Reference photo



Oil may have leaked via the fuel tank's air vent pipe.

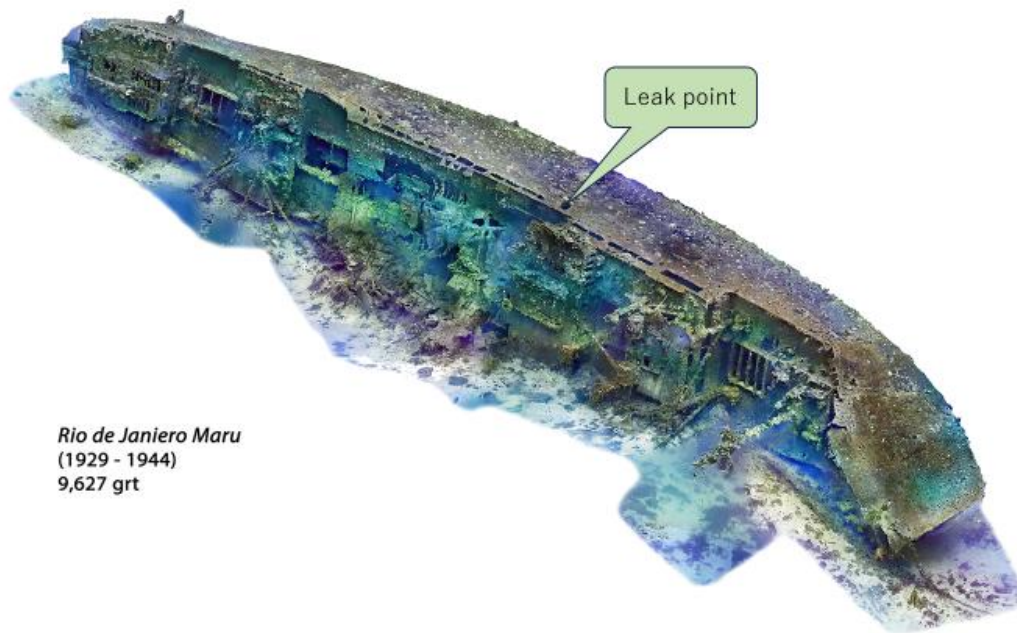




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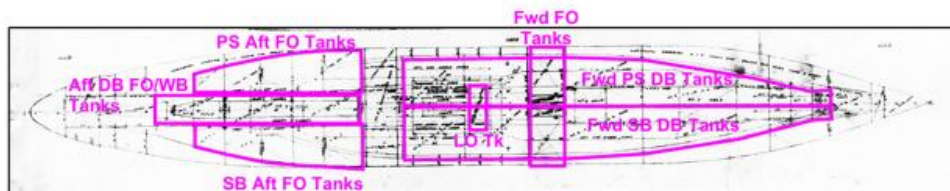
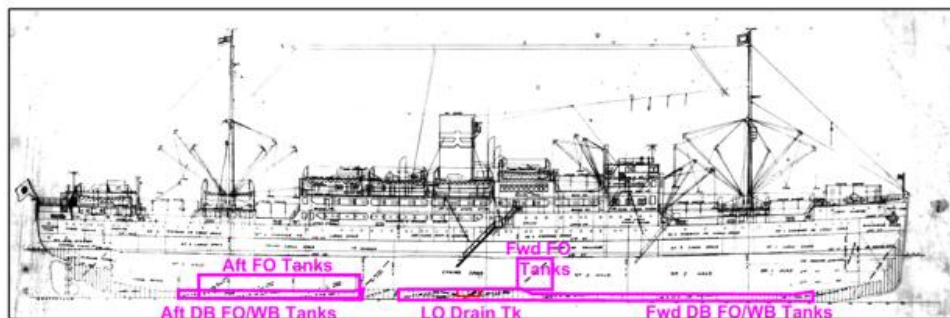
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*Rio de Janeiro Maru*  
(1929 - 1944)  
9,627 grt

## タンクの配置 Tank location







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Oil leakage still occurring at the sunken vessel.



Sticky oil on structures along the shoreline.



Sticky oil stuck on seawall.