TRANSCRIPT OF RADIO TRANSMISSIONS RECORDED BY
THE VESSEL TRAFFIC CENTER, VALDEZ ALASKA
ON MARCH 23 AND 24, 1989, RELATING TO THE
GROUNDING OF THE EXXON VALDEZ

ARLIS
Alaska Resources Library & Information Service
Library Building, Suite 111
3211 Providence Drive
Anchorage, AK 99503

SER 138
... traffic. EXXON VALDEZ.

VTC EXXON VALDEZ Traffic.

EV Underway from berth 5. Estimating Entrance Island at 2215.

AJ Valdez Traffic. The ARCO JUNEAU.

2124.55 - VTC EXXON VALDEZ. Valdez traffic. Roger that, sir underway. Ah she's clear for the oneway zone. And inbound--the BARTLET's inbound. They've got Entrance Island 2150. Ah you're clear as soon as they're through. Over.

EV Roger that for the BARTLET. Thank you. Out.

VTC Traffic clear.

2125.09 - EV Break. Calling the ferry E. L. BARTLET. EXXON VALDEZ.

AJ ... Calling Valdez Traffic.

2125.32 - EV E. L. BARTLET. EXXON VALDEZ.

EV ... Channel 13.

ELB BARTLET, back to the call on 13.

2125.38 - EV E.L. BARTLET, Ah EXXON VALDEZ. We are just underway from Ah berth 5 here. We'll favor the north side and ah meet you port to port. Ah we'll ah be at Entrance Island at 2215, so you should be through and well clear. Okay?

2125.50 - ELB Real fine. Thanks for the call. BARTLET clear.

EV EXXON VALDEZ standing by.

ELB Valdez traffic. BARTLET

VTC BARTLET Traffic.

2147.43 - ELB BARTLET back. We're clear of the Narrows at Entrance Island. Ah we'll give you a call call when we're all passed.

VTC ... Traffic. Roger out.

ELB BARTLET

ELB Valdez Traffic. BARTLET.
BARTLET. Traffic.

BARTLET back. We're ah alongside. Checking all the system ... - tonight.

Have a good evening. Valdez Traffic out.

Roger, out.

Pilot boat BERING. EXXON VALDEZ.

EXXON VALDEZ. BERING.

Yeah, we're at ah ah Middle Rock here. See you in about 50 minutes. Okay?

Okay, one five minutes. Ah BERING out.

Five zero, 50.

Okay, thank you. BERING

EXXON VALDEZ.

... - out Traffic. EXXON VALDEZ. Potato Point outbound increasing speed.

Traffic. Roger out.

.... Report please.

Traffic. Roger out.

Yeah, ah Ice report please.

There are numerous small pieces of ice ah from Freemantle all the way down to Glacier Island, and they had to deviate over into the North­bound lane ah for about a half an hour. Over.

Err Roger that. Ah EXXON VALDEZ.

Traffic clear.

Ah, Valdez Traffic. EXXON BA ah VALDEZ.

EXXON VALDEZ traffic.

Valdez Traffic. Go ahead.
2325.01 - EV  Yes. We've ah departed the pilot or disembarked the pilot. Excuse me. And this time hooking up to sea speed and ETA Naked Island 0100. Over.

2325.19 - VTC  Roger that, sir. Request an updated ice report when you get down through there. Over.

2325.24 - EV  Okay. I was just about to tell you that, ah, judging by our radar, I will probably divert from, ah, the TSS and end up in the, ah, inbound lane if there's no conflicting traffic. Over.

2325.42 - VTC  Ah no reported traffic. I've got the CHEVRON CALIFORNIA ah ah one hour out. Then the ARCO ALASKA is ah right behind them, but they're an hour out from Cape Hinchinbrook. Ah out on that. Over.

2325.53 - EV  That'd be fine. Yeah. We we may end up over in the, ah, inbound lane, outbound transit. Ah, we'll notify you when we leave the, ah, TSS and, ah, cross over the separation zone. Over.

2326.07 - VTC  Roger that. Be waiting your call. Traffic out.

2326.10 - EV  Okay. EXXON VALDEZ over. Standing by 13 and 16.

2330.45 - EV  Ah, Valdez Traffic. EXXON VALDEZ. W-H-C-B. Over.

2330.50 - VTC  Valdez Traffic. Over.

2330.54 - EV  Yeah At the present time, ah I'm going to alter my course to two, zero, zero and reduce speed to about 12 knots to, ah, wend my way through the ice, and ah, Naked Island ETA might be a little out of whack but, ah, once we're clear of the ice out of Columbia Gla... Bay, we'll give you another shout. Over.

2331.16 - VTC  Roger that, sir. Be awaiting your call. Traffic standing by.

2344.45 - ST  Valdez Traffic. The STALWART.

2344.51 - VTC  STALWART Traffic.

2344.53 - ST  ... Yes, was that 0100 for the CHEVRON CALIFORNIA.
2345.03 - VTC  They got 00 ah 15.
2345.07 - ST   Ah could you repeat that?
2345.08 - VTC  They're showing 0015 for Cape Hinchinbrook.
2345.12 - ST   Thank you. STALWART.
2345.13 - VTC  Traffic clear.

Date: March 24, 1989

0017.21 - CC   Calling Valdez Traffic. CHEVRON CALIFORNIA.
0017.35 - VTC  CHEVRON CALIFORNIA. Valdez Traffic.
0017.38 - CC   CHEVRON CALIFORNIA to Valdez Traffic. Ah abeam Cape Hinchinbrook at 0015, ah estimating Naked Island about 0200.
0017.53 - VTC  CHEVRON CALIFORNIA. Valdez Traffic. Err Roger. We have the EXXON VALDEZ outbound estimating Naked Island, Naked Island 0100, and he should be able to give you a pretty good ice report. Over.
0018.07 - CC   Yeah. Okay. Sounds good. Ah we'll talk to him on his way out then. Ah thank you very much.
0018.11 - VTC  Traffic out.
0026.41 - EV   Yeah, Valdez Traffic. EXXON VALDEZ. Over.
0026.46 - VTC  EXXON VALDEZ. Valdez traffic.
0026.55 - EV   Yeah. Ah, it's VALDEZ back. Ah, we've--ah, should be on your radar there--we've fetched up, ah, hard aground north of, ah, Goose Island off Bligh Reef. And, ah, evidently, ah, leaking some oil, and, ah, we're gonna be here for a while. And, ah, if you want, ah, so you're notified. Over.
0027.44 - VTC  EXXON VALDEZ. Valdez Traffic. Ah roger. Are you just about ah about a mile north of Bligh Reef?
0027.57 - EV   Yeah. That's correct. Over.
0028.01 - VTC  Roger that.
Okay. I'll give you a status report, ah, ascertain the situation. Over.

Standing by.

Tug STALWART. Valdez Traffic.

The STALWART back to Valdez Traffic. Go ahead.

Ah we have the ah EXXON VALDEZ aground at ah Bligh Reef. Ah request you proceed ah for possible assist. Over.

Roger, Roger. We'll be underway in just a few minutes.

EXXON VALDEZ. Valdez Traffic.

EXXON VALDEZ back. Over.

Yes, sir. Could you give me the on-scene weather down there?

Ah, it's blowing, ah, northerly a little bit, ah, drizzle, visibility, ah, two miles. Over.

Roger. What was the wind speed?

Ah, ten knots right now. Over.

Roger that. Ah slight sea?

Yeah, it's kinda indeterminate, ah, right now. It's ... ah, slight sea. Over.

Roger that. Thank you very much. Traffic out.

CHEVRON CALIFORNIA. Valdez traffic.

Ah CHEVRON CALIFORNIA back to Valdez traffic. Go ahead.

Yes, sir. Good morning. Ah pending ah disposition of the EXXON VALDEZ sir--as soon as ah we get his situation resolved. Ah the Captain of the Port has closed the port to ah all traffic in and out. Over.

Okay. Roger, copy that. Ah any idea on ah expected ah reopening of the port there? Over.

Ah not at this time. Ah we'll have to get some further information. Traffic out.
Okay. Roger. We'll go down to a slow bell then, and ah we'll probably be proceeding over towards Knowles Head then. CHEVRON CALIFORNIA W-C-G-N.

CHEVRON CALIFORNIA. Valdez traffic.

CHEVRON CALIFORNIA traffic.

CHEVRON CALIFORNIA. Ah I just wanna confirm ah the port is closed, and ah and we are to proceed to Knowles Head. Is that correct?

Roger that.

Ah roger. We'll be ah--we'll ah ... Knowles Head. We'll, do you wanna get up on the track line there, and we'll ah let you know when we get up there.

Roger that. Traffic out.

Ah Valdez traffic. The STALWART.

STALWART traffic. Go ahead.

Ah we're underway heading toward the VALDEZ now.

Traffic. Roger.

Pilot boat BERING. Valdez traffic.

Traffic. BERING.

Valdez Traffic. BERING.

Bravo. BERING. Valdez Traffic. Shift to channel two two, please.

Roger.

BERING on 22.

Bravo BERING. Valdez traffic. Ah have you been copying ah, ah the EXXON VALDEZ?

Yea, that's a roger. Ah understanding ah STALWART'S on their way out and the port is closed 'til further notice.
Roger, ah we'd like you ah to get underway ah in the--either the BARONOF or CHIRIKOF or whatever you have, and ah, ah do a ah little reconnaissance of the situation for us, if you could?

Ah, yea. Ah any particulars? Yea, we'll head out ah, ah. Okay. I'll go wake everybody up and we'll head out.

So Roger that. Ah do you also have ah enough people on board to possibly send the SILVER BULLET in to pick up some Coast Guard ah personnel?

Ah yeah. When? Ah, ah ASAP on that?

Roger that. Ah yeah, if you could get the SILVER BULLET underway and send her into town and ah pick up a couple of Coast Guard people to ah go to the scene, and if you could ah give us a recon report on the ah amount of oil, particularly that ah might be leaking out. Ah over.

Yeah. Roger that. Um I'll, I'll get right back to you. Okay? Stand by. Um Are they pretty hard aground? They are leaking oil?

Roger. At first report that seems to be the situation.

Okay. Ah stand by. Ah I'll get back to you in a couple of minutes. Okay.

Roger that. Swish, shifting back to 13. Out.

Valdez Traffic. Valdez Traffic. ARCO ALASKA KSBK.

ARCO ALASKA Traffic.

... personnel. We'll be departing the lanes in about half an hour. We'll give you a call when we do.

ARCO ALASKA. Valdez traffic, roger. We also have the CHEVRON CALIFORNIA departing the lanes and heading to Knowles Head also. Traffic out.

Ah CHEVRON CALIFORNIA to Valdez traffic. Ah we'll be departing the lane here ah in 2 or 3 minutes. Over.
VTC Traffic, roger out.

BE Valdez Traffic. The BERING.

VTC BERING Traffic.

BE Ah 22.

VTC Two Two.

VTC BERING traffic.

BE Traffic BERING.

VTC BERING Traffic. Go ahead.

BE Valdez Traffic. BERING.

VTC BERING Traffic. Go ahead.

0105.58 - BE Yeah, I understand ah you want ah to take some people out to ah to ah, ah--somewhere.

VTC Roger. We have the EXXON VALDEZ hard aground on Bligh Reef and presumably leaking oil. If you have enough people, ah we'd like you to go down there with the pilot boat ah to evaluate the situation, ah see what kind of damage they've sustained. And, if you have enough people, if you could send the SILVER BULLET into town to pick up some Coast Guard people.

0106.54 - BE Yeah, roger, okay. Ah we'll do that and ah I guess you can figure that there'll be somebody in there ah within the hour. Okay?

VTC Roger that. Thanks very much, and we'll be standing by on 13. Traffic out.

BE Out BERING.

0107.29 - COTP EXXON VALDEZ. This is the Captain of the Port on channel 13. Over.

EV EXXON VALDEZ back. Over.

COTP EXXON VALDEZ. This is ah the Captain of the Port, Commander McCall. Good evening. Ah do you have aaa anymore of an estimate as to your situation at this time? Over.
Ah, not at the present, ah, Steve. Ah, ... or ah, a little problem here with the third mate, but ah, we are working out way off the reef. We've ah, the vessel's been holed, and, ah we're ascertaining— right now we're trying to just to get her off the reef and, ah, we'll get back to you as soon as we can. Over.

Roger on that. Ah yeah, I've got you know -- we've got all our plan mechanisms in way to give you what assistance we can, ah, ah, you know take it take it slow and easy, and ah you know ah I'm telling you the obvious, but you know take it slow and easy ah and we're getting help out as fast as we can. Ah and I'd appreciate ah when you get around, if you can give me a fairly good-- if you can give me an update whenever as to ah the general location where you suspect it might be ah and ah and ah of the stability info. Over.

Okay. We're, ah, pretty good shape right now stability-wise. We're, ah, just trying to extract her off the, ah, shoal here, and, ah, you can probably see me on your radar and, ah, once we get underway, I'll let you know. Do another, ah, damage control assessment. Over.

Ah roger, Yeah. Ah and let me know--again, ah before you make any drastic attempt to get underway, you make sure you don't you know start doing any ripping. You got a rising tide. You got about another--about an hour and a half worth of worth of tide in your favor. Ah once you hit that max, ah I wouldn't recommend ah, ah doing much wiggling. Ah over.

Okay. Yeah, I think it's, ah, major damage is kinda been done. We kinda rock and rolled over it, and, ah, we're just kinda hung up in the stern here. We're just, ah, we'll drift over it. I'll get back to you. We'll be standing by thirteen sixteen EXXON VALDEZ clear.

Captain of the Port. Out.

Valdez Traffic. BERING.

BERING Traffic.

Yeah, how many ah personnel are you going to have coming out?
Ah two Coast Guard and one ADEC.

Roger. Okay.

Ah BERING Traffic. Ah Coast Guard dock okay?

Yeah. Roger. That'd be just fine.

Traffic out.

Calling the BERING. This is the CHIRIKOF.

CHIRIKOF. This is BERING. Go ahead.

12. Over.

CHIRIKOF. This is BERING. Go ahead.

12. Over.

Valdez Traffic. ARCO ALASKA K-S-B-K.

ARCO ALASKA. Valdez Traffic. Over.

We will depart the lanes in 10 minutes.


EXXON VALDEZ. ... CHIRIKOF.

Yeah, VALDEZ back. Over.

Yeah. This is CHIRIKOF back. Ah I'm just ah about a mile away ah heading in your direction. Ah do you want to send a man down ah for any kind of a visual?

Ah, not at this time. Ah, got a pilot aboard us? Over.

Ah, okay. Ah I'll be there in just a second.

Ah, okay. Ah, we'll ... there'll be a ladder on the port side. Over.

Is it my understanding you have a pilot on board?

Ah, no. Not at this time. Ah, I do have the pilotage for this area, but, ah, no pilot, ah. Southwest Pilot on board. Over.

Yeah, Roger. I neither have a pilot on board myself. So, ah I'll be there in just a minute.
EV Very well, EXXON VALDEZ standing by thirteen and sixteen.

AA Valdez Traffic. ARCO ALASKA.

VTC ARCO ALASKA traffic.

0139.01 - AA We are exiting the lanes. Will give you a call when we get the anchor down.

VTC Traffic. Roger, out.

VTC SILVER BULLET. Valdez traffic.

SB Ah traffic. That is SILVER BULLET.

0151.26 - VTC SILVER BULLET Traffic. Could I have an ETA please?

SB Ah yeah. It looks like maybe 20 to 30 minutes. We're just coming up on Middle Rock.

VTC Roger that. Thank you. Traffic out.

SB Bullet out.

0159.03 - COTP EXXON VALDEZ. This is Valdez Traffic. Channel 13. Over.

EV The EXXON VALDEZ.

COTP Ah Valdez. Ah Valdez. EXXON VALDEZ. Valdez Traffic. Yeah. Ah any update captain yet?

EV We're ah still surveying ah tanks ah trying to assess the damage. Over.

COTP Ah roger. Ah do you have capacity on board to ah internally transfer if you need to? Over.

EV Yes, ah we could do that.

COTP Okay. That's ah --obviously, you know better than I do, but that's highly recommended if ah once you determine ah which tanks are holed, to drop the head if you can. Over.

EV Yes, roger that.

COTP And you're still working at trying to get off? Over.
EV No. Our engines are stopped right now. Ah we're going to wait ah till ah there's a little more water underneath us.

COTP Ah, roger on that. Ah we've got negative further. Standing by. Out.

EV VALDEZ clear.

CC Valdez Traffic. CHEVRON CALIFORNIA.

VTC CHEVRON CALIFORNIA Traffic.

0215.48 - CC CHEVRON CALIFORNIA. We're at anchor at Knowles Head at this time. Ah redhead is bearing ah 075. 4.1 miles.

VTC CHEVRON CALIFORNIA. Valdez Traffic roger, and you'll be joined by the ARCO ALASKA shortly. Have a good day. Traffic out.

CC Roger, ah CHEVRON CALIFORNIA clear and standing by.

0223.12 - VTC Pilot boat CHIRIKOF. Valdez traffic.

CH Valdez Traffic. CHIRIKOF.

VTC Ah Two Two, please.

CH Roger.

VTC Pilot boat CHIRIKOF. Valdez Traffic.

CH Valdez Traffic. CHIRIKOF. Go ahead.

0223.25 - VTC Yes, sir, ah could you ah give us initial assessment of ah what's going on down there?

CH Well, ah I just made a little survey around the ship here, ah, around the edge of the shoal. Ah, there's quite a bit of oil extending down, ah, more than half a mile, about a half mile or so south of the ship and ah quite a bit of oil out that way. It looks like it's all heading that direction too. Nothing headed ah ah north okay.

VTC Roger. Was that ah straight south?

CH Ah, just relatively. Ah I don't know exactly ah, ah what the compass heading would be but ah pretty much, yes, ah due south.

SER 150
Roger that. Ah one other question. Do you happen to ah or could you determine if ah Bligh Reef buoy is ah okay?

I'm sorry. Bligh Reef buoy is which?

Is ah Bligh Reef buoy on station and ah watching properly?

Ah, yeah, it's lighted. I'm not ah certain that it's on station, but I know it is lighted.

Roger that. Stand by one, please.

Ah CHIRIKOF Traffic ah -- is Busby Island light also watching properly?

Affirmative.

Stand by one please.

Ah CHIRIKOF. Valdez Traffic. Ah roger. Thank you very much. Ah we've got a whole bunch of people heading in that direction. Ah and I'm assuming that ah Lieutenant Commander Falkenstein will be ah on the ah SILVER BULLET, and he'll be ah representing the Captain of Port and the on-scene commander. Ah so if you could stand by until ah they get there, see if ah if they need you for anything else. Over.

Yes, roger that. Ah we'll be standing by here.

Thanks again. Traffic out.

CHIRIKOF.

Radio traffic (garbled static).

Vessel calling. This is Valdez Traffic. Over.

... Valdez Traffic. Valdez Traffic. This is the ADMIRALTY BAY KILO ALFA Charlie KILO. Over.

EXXON VALDEZ. STALWART. Channel 10.

VALDEZ back on 13. Over.

You want to go over to channel 10? This is STALWART.

Sure thing.
0247.25 - SB  CHIRIKOF. Calling the CHIRIKOF. SILVER BULLET.

SB  CHIRIKOF. Calling the CHIRIKOF. This is the SILVER BULLET.

0250.26 - SB  No contact. All clear.

0250.49 - ST  SILVER BULLET. This is STALWART. Can I help you?

0251.32 - CH  EXXON VALDEZ. The CHIRIKOF on 13.

SB  CHIRIKOF. Calling the CHIRIKOF. SILVER BULLET.

CH  SILVER BULLET. SILVER BULLET. This is CHIRIKOF.

SB  ... Ah lines are pretty broken up. Ah should we go back into the Hole or head down to Bligh Reef, or what?

CH  Do you have men on board?

CH  Yeah, come on out here, Julie.

0259.53 - SB  CHIRIKOF. SILVER BULLET.

CH  SILVER BULLET. This is CHIRIKOF.

0300.24 - SB  ....  Ah approaching down here. Are you still down here by the tanker or are we going to board these guys onto the CHIRIKOF, or what?

CH  Ah, what what time are you going to be here? What's your ETA?

0311.22 - SB  Ummm, CHIRIKOF, I don't know how you're reading me. You're broken and unreadable so ah, yeah, ah BULLET clear.

CH  CHIRIKOF.

VTC  EXXON VALDEZ. This is Valdez Traffic. Over.

EV  The EXXON VALDEZ.

0319.20 - COTP  EXXON VALDEZ, roger. This is the Captain of the Port. Ah have you had a chance to ah, ah detect whether or not any any noticeable amount of oil has dropped out of any tanks, and, if so, which tanks are they? Over.

SER 152
EV Yes, ah let me talk to the chief mate. Ah he can give me exact ah amounts.

COTP Roger.

EV Valdez Traffic. EXXON VALDEZ.

COTP EXXON VALDEZ. This is Valdez traffic. Over.

0321.47 - EV Yes. Ah the initial figure is ah 138,000 and these-- ah the chief mate's taking ah another check on it right now.

COTP Ah, which tank is that or tanks? Over.

EV Right now ah umm our starboard slop tank, 2 starboard wing tank, and possibly 5 center.

COTP Roger. And you said starboard? Over.

EV Roger.

COTP Ah roger on that. Ah and that was barrels correct?

EV It's correct.

COTP Roger. Thank you much.

EV Valdez out.

VTC EXXON VALDEZ. Valdez Traffic.

EV EXXON VALDEZ.

0323.06 - VTC Yes, just to inform you if you need -- ah if you need him, we have your agent ah here at traffic center. Over.

EV Okay, thank you.

VTC Traffic out. Base clear.

AA Valdez Traffic. ARCO ALASKA.

VTC ARCO ALASKA Traffic.

0325.14 - AA Yes. Ah we anchored ah 0315 at Redhead's BEARING 060, 2.75 miles.

VTC Ah this is BERING. 060. Can you say again distance?
AA 2.75.
That's 2 decimal 7? Over.
AA Decimal 75.
VTC ARCO ALASKA. Valdez traffic ah roger. Thank you very much. Ah you'll be joined also by the ADMIRALTY BAY a little bit later. Have a good day. Traffic out.
CH Ah EXXON VALDEZ. CHIRIKOF.
EV EXXON VALDEZ.

0327.10 - CH Is there a possibility of getting a ladder over on ah the starboard side?
EV We have ah a ladder rigged on the ah port side.
CH Yeah, roger. Copy that. Fine. Ah I'm trying to stay out of the oil. That's where most of the oil is. Over on the port side.
EV Okay. Ah we could rerig it for you on the starboard side if that's better.
CH Ah that's what I'd like to do is kinda stay out of the oil as much as possible. Ah, let me go over and take a little look, port side.
EV Okay.
EV CHIRIKOF. EXXON VALDEZ.
CH VALDEZ. CHIRIKOF.

0329.25 - EV We're shifting that ah pilot ladder over to the starboard side now.
CH Roger. Okay. Thank you.

0346.19 - VTC ADMIRALTY BAY. Valdez Traffic one three.
0407.21 - BE CHIRIKOF. BERING.
CH BERING. CHIRIKOF.
BE Channel nine.
VTC EXXON VALDEZ. Valdez Traffic.
EV EXXON VALDEZ.
0408.0 - VTC  EXXON VALDEZ. Valdez Traffic. Ah request to know ah how much lightering hose you have on board over.

EV  Stand by one.

EV  Valdez Traffic. EXXON VALDEZ.

VTC  Traffic. Go ahead.

0409.36 - EV  Yeah, we have 2 50-foot, ah 6-inch hoses. Over.

VTC  Thank you very much. Traffic out.

EV  VALDEZ out.

VTC  ADMIRALTY BAY. VALDEZ TRAFFIC.

AB  ADMIRALTY BAY.

0449.37 - VTC  Yes sir. We have the ARCO ALASKA 060, 2.75 to Redhead. The CHEVRON CALIFORNIA 075, 4.1 miles. Over.

AB  Ah roger that Traffic.

VTC  Roger that. We'll be waiting your call when anchored with bearing and range. Traffic out.

AB  ADMIRALTY BAY. KILO ALFA CHARLIE KILO standing by on 13, 16, 22. Out.

VTC  CHEVRON CALIFORNIA. Valdez Traffic.

CC  CHEVRON CALIFORNIA. Go ahead.

VTC  Channel two two please.

CC  Roger two two.

VTC  CHEVRON CALIFORNIA. Valdez Traffic.

CC  CHEVRON CALIFORNIA. Go ahead.

0458.00 - VTC  Yes sir. Ah we'd like to know if you have any lightering hose on board ah and, ah if so, how much and what size?

CC  Stand by please.

CC  Ah CHEVRON CALIFORNIA to Valdez Traffic.

VTC  Traffic. Go ahead.
CC Ah, the chief mate just went down ah check his records ah there ah. We've got we've got ah I think about ah a couple of 4-inch and a couple of 6-inch hoses, and I'll ah confirm the length to you as soon as he comes back up.

VTC Ah roger. Standing by.

VTC ARCO ALASKA. Valdez Traffic.

AA ALASKA K-S-B-K.

0459.44 - VTC Ah channel two two please.

AA ARCO ALASKA back on two two.

VTC ARCO ALASKA. Valdez Traffic. Ah request to know if you have any lightering hose on board and, if so, how much and what size. Over.

AA ARCO ALASKA back. Ah we got ah 2 ah twenty-five foot length of 6-inch hose.

VTC That was 2 twenty-five foot lengths of 6-inch. Is that correct?

AA Correct.

VTC Ah roger. And do also ah have reducers for those?

AA Ah roger. We should have reducer for that ah ...

VTC Ah roger that. Ah you may be contacted later on ah -- by Exxon to ah to see ah about borrowing them for this transfer operation that they have planned. Over.

AA Roger that.

VTC Thank you very much. Traffic out.

CC CHEVRON CALIFORNIA to Traffic.

VTC CHEVRON CALIFORNIA. Go ahead.

0501.16 - CC Yeah, those ah hoses we have are 2 four-inch twenty-five footers and 2 six-inch twenty-five footers.
Roger that. Thank you very much. Ah as I told the ARCO ALASKA, you may be contacted by Exxon later on to see about ah borrowing them. Over.

Roger. We'll be standing by.

Thank you very much. Traffic out.

VTC

AB

This is ADMIRALTY BAY.

Ah channel two two please.

Two two.

VTC

AB

This is ADMIRALTY BAY Traffic. Go ahead.

Yes sir. Did you copy ah what I just passed to the ARCO and the CHEVRON?

Yes I did traffic, and we have about the same on board. We have 2 twenty-five foot sections of six-inch hose and we also have any -- most any type reducers that you would need.

Ah roger that. Thanks very much. And ah we'll if necessary, you'll probably be contacted by Exxon to ah use them later on today. Traffic out.

Okay thank you. ADMIRALTY BAY out.

Valdez (broken transmission) HELENKA B BYE 6137 channel 22 do you receive?

HELENKA B. This is Coast Guard Valdez radio. Stand by one.

Coast Guard. This is HELENKA B (broken transmission) on channel 22. Do you copy?

HELENKA B. Valdez radio. Over.

Valdez Coast Guard. HELENKA B on 22 (broken transmission).

Ah this is ah HELENKA shifting back to channel 16.
0513.27 - AB

HELENKA B. The traffic's trying to call you on channel 22.

HB

Ah HELENKA B. Roger. Thank you. I can't copy them.

AB

HELENKA B the traffic is trying to call you on channel 22.

HB

Ah HELENKA B. Roger. Thank you. I can't copy them.

0513.55 - VTC

HELENKA B. Valdez Traffic. Channel one three.

VTC

HELENKA B. Valdez Traffic. Channel two two.

HB

Ah Coast Guard. Valdez. HELENKA B. Ah I have you ah fine now. Ah are you receiving me? Over.

VTC

Loud and clear. Go ahead.

HB

Yeah, roger. Ah I'm wondering ah we're just ah passing Knowles Head enroute to ah Two Moon Bay and ah did you have a ship aground in the vicinity? Over.

VTC

Ah, we have a ship aground at Bligh Reef. Over.

HB

Yeah, roger. Is there any danger of ah any oil spill? Over.

VTC

Roger, that.

HB

Okay, I got ah I recovered some 2,700 logs. They're not ah ah I was going to tow them to ah Two Moon but if there's oil in the water, I'm not going to ah contaminate them and if that's going to pose a problem for our company, ah, could you tell me when this happened? Over.

VTC

Approximately 0030.

HB

Yeah, okay. I'm sorry to hear that sir. Ah It's -- ah real sorry to hear that, but ah I guess we'll stay in touch with you when the coast is clear for ah towing those logs in so we don't want to contaminate them. Over.

VTC

Roger that. Ah are you running light right now?
Yeah, roger. Just few pieces of heavy equipment on deck from ah Cordova to ah Two Moon Bay. Ah no tow. Over.

Ah roger that. Ah we may be contacting you later on ah to possibly transfer some ah lightering hoses from the vessels at Knowles Head ah to ah Bligh Reef so that ship can be unloaded. Over.

HELENKA B. Roger. We'll be ah Two Moon Bay unloading this stuff. Ah we should be unloaded by ah 0830 and ah free at that time to assist, and ah we'll just be standing by ah channel 16 and 13. Over.

Roger, that. Thank you very much. Traffic out.

Yeah, okay. Yeah. Fine. Thank you ah. HELENKA B.

0517.37 - CG Radio

... This is 323. Valdez radio. Eighty One. Over.

... This Trooper Fox. Are you on there?

Trooper Fox. Valdez Traffic. Go.

Yes. Ah I was briefly talking with Bob ... there about the use of dispersants. I just wanted to make sure that before anybody does anything like that, ah to contact James Brady. I'll say again -- James Brady. B-R-A-D-Y. In Cordova. He's the Fish and Game ... biologist and ah he'd be the person who could advise on ah security status. Okay?

Trooper Fox, Valdez Traffic. Yeah, Mike, thanks thanks a lot on that. Yeah, we'll we'll take of that.

That's all. Thanks.

Roger out.

Valdez Traffic. The tug JEFFREY FOSS.

Vessel calling us. Valdez Traffic. Stand by one please.

Vessel calling us. This is Valdez Traffic. Over.
This is Valdez Traffic. This is the tug JEFFREY FOSS. Our present position is 60 degrees, 24 minutes north, 147 degrees, 07 minutes west, off of Montague Point. We have the ah FOSS 255 loaded oil barge in tow, my SOA is 10 knots, my length overall is 1,400 feet, and my draft is 14 feet. We have dangerous cargo on board. Our destination is Cordova. Our last port of call is Kodiak. We have no impairments. We have alternate communications, and we have a manual on board.


JF Guess we will be ah headed to Seattle.

VTC JEFFREY FOSS. Valdez Traffic. Roger. Do you have ETA for the traffic lane?

JF Yes Traffic. We'll be at the lanes at 0-5-50. I'll be crossing the lanes at 0-6-05 and at Johnstone Point at 0-6-55.

VTC JEFFREY FOSS. Valdez Traffic. Roger. Thank you very much and we have no opposing traffic, and ah we'll be waiting your call 10 minutes prior crossing lanes. Traffic out.

JF This is JEFFREY FOSS standing by.

VTC EXXON VALDEZ. This is Valdez Traffic.

EV This is EXXON VALDEZ. Go ahead.

0541.34 - VTC Yes sir, I was wondering if we might get an updated weather report from you. Over.

EV Give me about 5 minutes and I'll give it to you.

VTC Traffic out.

EV Valdez Traffic. EXXON VALDEZ.

VTC This is Traffic. Go ahead.

0543.32 - EV Yes, ah weather report here. Barometric pressure is 29.6, 34 degrees, it's ah partly cloudy out here, and the wind is from the northeast at about 5 knots.

VTC Roger. Ah how's your visibility?
EV  It looks like ah 12 miles plus. Pretty clear out here.

VTC  Thank you very much. Traffic out.

EV  Would you like a ah weather report at 2 hourly intervals or something like that?

VTC  I think ah every 4 would be sufficient. Over.

EV  Okay, fine. Every 4 we'll plan on. If you want any other information, let us know. We'll give it to you right away.

VTC  Roger that. Thank you very much. Traffic out.

EV  EXXON VALDEZ clear.


JF  Valdez Traffic. The JEFFREY FOSS.

VTC  JEFFREY FOSS. Valdez Traffic.

0550.58 - JF  Thought we would request permission to cross the lanes at this time?

VTC  Roger that. We have the ah tanker EXXON BATON ROUGE inbound. He will be at Hinchinbrook at 7:30. Traffic out.

JF  Roger. Thank you. Standing by.


323  Traffic. 3-2-3.

0551.56 - VTC  Do you have any marine operator channels?

323  Stand by. What channel do you want?

VTC  Ah do you have two eight [2-8]?

323  Stand by.

VTC  Traffic 3-2-3. Roger. We have 2-8.

323  Roger that, ah, going to eight one.

VTC  3-2-3 traffic.

323  Traffic. 3-2-3. Over.
Roger. Ah tell ah Trooper Fox that ah to stand by to ah for a call ah from Glenallen office. Over.

Traffic 3-2-3 ah which channel is that going to be coming over on?

They'll be calling on 16, shifting to 2-8.

EXXON BATON ROUGE. Valdez Traffic.

Ah yes sir. We would like you to proceed ah to Naked Island, ah at which time ah you'll be taking orders from the from the on-scene commander ah ah at the site of ah Bligh Reef. Over.

Okay, roger that. If you could pass information along to them, ah I don't know how much water alongside the ship, but if there is a lot of water ah, let's say within the hose reach of the vessel, I have stern anchor and bow anchors, and I can use my anchor as and moor myself to the VALDEZ and stand off the vessel pretty far.

Roger that. Ah so far we've lined up approximately 200-or 400 feet of hose. Ah I don't know how many lines they want to run. Ah but ah I think you can work that out shortly. Ah you should be in radio range ah as soon as you get around the corner. Over.

Okay, roger. At this time I'll report that I'm, of course, inbound at Cape Hinchinbrook. Our ETA at Naked Island will be eight minutes after nine. ETA at Bligh Reef 26 minutes after 10.


EXXON BATON ROUGE. Standing by 13 and 22.

EXXON VALDEZ. Ah Valdez Traffic. Did you copy?

EXXON VALDEZ. Valdez Traffic.

EXXON VALDEZ. Go ahead.
Ah yes sir. BATON ROUGE estimating Naked Island Naked Island at 0908 and Bligh Reef at 1026. Ah he'll be waiting further instructions. Ah you should be able to contact him by radio probably in about a half hour. Traffic out.

EXXON VALDEZ. Thank you. Out.

0735.21 - SW
W-A-B-9-8-2 Southwest Pilots. BEARING.
W-Y-Z-4-9-1-4.

0744.29 - SW
W-A-B-9-8-2 Southwest Pilots. BERING.

EXXON VALDEZ. Valdez Traffic.

Valdez Traffic. EXXON VALDEZ. Go ahead.

Yes sir. I have your agent on the phone again. Ah they have ah an EXXON-chartered helicopter en route VALDEZ ah to ferry supplies back and forth. Ah is there anything you need at this time? Or do you need any additional hose?

Ah what we need is some additional reducer. Over.

What size?

Hello. Ah yeah. This is the EXXON VALDEZ. We need to have the ability to go from 16 inches down to 6 inches once, and the ability to go from 16 inches down to 8 inches once. This is in addition to everything else that was ordered. Over.

EXXON VALDEZ. This is the EXXON BATON ROUGE.

Stand by please.

(interrupted) ROUGE. EXXON VALDEZ.

Yes, ah we may have some reducers if you need them. We got a stack on board here.
EV: Yeah, okay. What we need to do is ah we got 16-inch headers. We've ordered enough right now to maybe take care of 2 hoses. If possible, we wanna to try to give you 4. If that is the case, we need to have the ability to go from 16 to 6 once and from 16 to 8 once.

EBR: Okay, I understand that. Listen, is there anyway we can ah set up a little bit of ah time where you can sit down and talk about this so we know draft alongside and stuff like that?

EV: Ah okay, roger that. Ah you know we'll work that out when you get closer.

EBR: Okay. Yeah. All considering, if if you guys don't have any water alongside I have a stern anchor and we could drop both anchor with the tug pushing us in, to where we'll have more than enough water to take a full load. And maybe I'll put lines over to you, so, I mean that's a consideration. Right now, we can't take that much.

EV: Okay, I copy that. Ah what do you think you could take right now?

EBR: I would say ah we could probably take 400,000.

EV: Okay, I copy that. About 400,000 and ah what kind of draft would that bring you to?

EBR: That would be our summer load line at that point, 40...let's say 41, foot.

EV: Okay, thank you.

EBR: Ah one other consideration, we do have dirty ballast of 148,000, and it would take us ah—we could drop ah—you know decant that out and come in with ah less dirty ballast, and that way we could take more. That's also a consideration.

EV: Okay. Well, someone, someone else will have to make that decision. Ah okay. We're--I seriously doubt if we're going to be able to load you to 41. Ah, ah we'll take another look at it here when you get closer.
Roger. Like I say, I can get with that hose string, depending on how you want to do it, um I can be off your ship up to the length of that hose and still have stability where it won't worry about parting it.

Okay. All right, I understand. I see what you're saying. Ah we'll we'll ah have to take a look at here when you get closer cause ah ah I think we have fenders on the way right now also.

Yeah, okay. Roger. Um Yeah, if you have the draft alongside we can do it, but I understood you only have 35 feet so, ah like I say, when you guys can get us down there on the side of the ship we're going along, then we can talk about this.

Roger that.

This is EXXON BATON ROUGE standing by 13/16.

EXXON BATON ROUGE. Pilot boat BERING.

Ah pilot boat BERING. The EXXON BATON ROUGE.

Ah channel 10 please, Captain.

Channel 10.

EXXON BATON ROUGE. Valdez Traffic.

EXXON BATON ROUGE back.

Yes sir. Ah if you could please check to see if you have those 2 reducers. Ah if not, get back to us and we'll try to line them up elsewhere. Over.

Okay, roger that. Ah we'll get back to you as soon as possible. EXXON BATON ROUGE standing by 13/16.

Traffic out.

EXXON VALDEZ. Valdez Traffic.

Ah EXXON VALDEZ go ahead.

Ah yes sir. Ah was there anything else you required from ah shoreside ah on that helicopter. Over.

SER 165
EV    Stand by.
VTC   Standing by.
EBR   EXXON VALDEZ.  EXXON BATON ROUGE.
EV    Ah go ahead EXXON BATON ROUGE.

0751.56 - EBR  I have another length of hose if you want that helicopter to pick it up and bring it over there.

EV    Ah it will probably be easier just to transfer it when you get here. Over.

EBR   Okay, ah we have a problem. It's on our poop deck, and it weighs a lot. So we'll have to manhandle it into position. Maybe that helicopter could assist us with that.

EV    Okay, well ah I'm sure she'll be flying around out here and we'll see how things work. Ah what is it--a six inch? Ah over.

EBR   I believe ah that one person says 8 and the other says 6. I have a feeling it might be the ah 8-inch.

EV    Okay. Very good. All right I'll check when you get here.

VTC   EXXON VALDEZ, Valdez Traffic.

EV    Traffic.  VALDEZ back.

0803.41 - VTC  Yes, is ah Commander Falkenstein aboard?

EV    Stand by one please.

EV    Valdez Traffic.  EXXON VALDEZ.  Go ahead. Over.

0804.28 - VTC  EXXON VALDEZ.  Valdez Traffic. Ah roger. Be advised when the EXXON BATON ROUGE ah clears Naked Island, ah he'll be instructed to take ah further instructions from the on-scene command­er. And the Captain of the Port would like you to call him on MARSAT. Over.

EV    Roger. EXXON VALDEZ standing by on 13.

VTC   Traffic out.
0804.56 - SW  W-A-B-9-8-2 Southwest Pilots. The BERING.
               
               ?  This is W-A-B-9-8-2.

               SW  Nine, Bob.
               
               ?  Nine.

               VTC  EXXON VALDEZ. Valdez Traffic.

               EV  The EXXON VALDEZ. Over.

0811.06 - VTC  Yes sir. Ah could we get the current weather
               again? We have some aircraft ah en route to we
               would pass along to them. Over.

               EV  Would you stand by one, please.

               EV  Valdez Traffic, EXXON VALDEZ.

               VTC  Go ahead.

0812.20 - EV  It's ah --we have north winds at ah 10 knots.
               Ah sea waves at ah 1 to 2 feet. Ah temperature
               is 38 degrees. Over.

               VTC  Roger. Your visibility, skycover, and ah
               ceiling? ....

               EV  Overcast. Ah ten to 12 miles visibility. Esti-
               mate the ah ceiling at ah 2,000 feet. Over.

               VTC  EXXON VALDEZ. VALDEZ Traffic. Ah roger. Thank
               you very much. Traffic out.

               EV  VALDEZ clear.

               EBR  VALDEZ Traffic. EXXON BATON ROUGE.

               VTC  EXXON BATON ROUGE. VALDEZ Traffic.

0815.31 - EBR  Could we have a position for the VALDEZ?
               Latitude and longitude and/or bearing off of
               the something?

               VTC  Roger. I have him ah 203 degrees true. 13
decimal 2 miles from Potato Point radar. Lat.
               Long 60 - 51 decimal 4, 1-4-6-5-2 decimal 3.
               Over.

               EBR  Roger. Copy that. Thank you very much.
VTC Traffic out.

CC VALDEZ Traffic. CHEVRON CALIFORNIA, W-C-G-N.

VTC CHEVRON CALIFORNIA Traffic.

0816.42 - CC Yes sir. Um Can you tell me the name of that little ah freighter or whatever it is that's coming after our ship to pick up the hoses for the EXXON VALDEZ?

VTC That is the HELENKA B. H-E-L-E-N-C-A B. Bravo.

(Note: The correct spelling of the vessel's name is HELENKA B)

CC That's HELENKA B. Thank you very much. Ah CHEVRON CALIFORNIA calling the HELENKA B on channel 13.

HB Ah this is HELENKA B to CHEVRON CALIFORNIA. Go ahead.

CC Ah yes sir. Let's go to 10. Okay?

HB Roger. Shifting channel 10.

0819.42 - CH Calling the BERING. The BERING. The CHIRIKOF.

BE BERING. Go ahead.

CH 12.

BE 2.

CC CHEVRON CALIFORNIA. W-C-G-N to the ah HELENKA B on 13.

HB HELENKA B. Go ahead.

0820.24 - CC HELENKA B, how about 10 again?

HB Roger. 10.

AB ADMIRALTY BAY the HELENKA B. Channel 13.

HB ADMIRALTY BAY.

0822.47 - AB Roger. Channel 10, please.

HR Channel 10.

0831.35 - EBR EXXON VALDEZ. This is the EXXON BATON ROUGE.
EV  EXXON BATON ROUGE.  EXXON VALDEZ.
EBR  The EXXON BATON ROUGE.

0835.15 - EV  The EXXON VALDEZ.  Ah wanna go channel 9?
EBR  Channel 9.

0839.12 - HB  ADMIRALTY BAY the HELENKA B.  I'll be up to your
BA  ah port quarter in five minutes.
CH  CHIRIKOF.  BARANOF.

Ah CHIRIKOF back.

0841.55 - BA  12th.

0842.31 - EV  CHIRIKOF.  EXXON VALDEZ. Over.

EV  CHIRIKOF.  CHIRIKOF.  EXXON VALDEZ calling.

CH  The VALDEZ.  CHIRIKOF.

0842.52 - EV  Please stand by.
CH  Roger.

EV  CHIRIKOF.  EXXON VALDEZ. Ah over.

CH  Sure Go ahead.

0844.18 - EV  Yeah, captain. Can you ah take a few passes
back and forth and try to pin point the exact
location of that lump and ah how far out it
extends for me? Over.

CH  Okay. Right now I'm reading 36 feet and my
transducer is on my stern. Ah it looks like
it's just just right opposite your ah plimsol
marks.

EV  How far out does it extend? Over.

CH  Well, I'm probably ah 100 feet or so from from
ah from your ship.

EV  Does it extend beyond you or does it drop off
pretty quick?

CH  Stand by one here.

0845.23 - CH  Can you seen me?

SER 169
EV  Yes we can. Over.

CH  Okay. I'm reading 35, 36 and now to 37, 38.

EV  Roger. Thank you very much, captain. There aren't any other lumps fore or aft of us are there?

CH  Ah aft. I'll have to go back there and double check, but ah there's ah like 50 feet, I think, behind you. Ah maybe in the 40's. I'm down to 43 feet now.

EV  Okay. Thank you very much, captain. If you could just take a pass and make sure that there's nothing else if that's the one we've got to worry about I'd appreciate it. Over.

CH  Okay. Ah what ah depths do you want to know about?

EV  Anything higher than 36 feet or in that range and ah where approximately there at we're looking at when bringing ah the EXXON BATON ROUGE alongside I want to know ah if the 36 foot lump here is the controlling factor. Over.

CH  Okay. I've been ah maneuvering back and forth of you all morning, and that's all I've found. Ah, however, I guess you don't want me to go any further than I am out right now, huh?

EV  It looks like it'll be plenty fine, captain.

CH  Okay. I'll make a couple of passes here and then go around your stern and check that.

EV  Thank you. Over.

EBR  EXXON VALDEZ. EXXON BATON ROUGE.

EV  This is the EXXON VALDEZ back to the EXXON BATON ROUGE.

0848.05 - EBR  Yes. You can pass along at a 30 foot draft and considering dirty ballast and clean ballast that would be retained. We'll carry 270,000 barrels of cargo.

EV  Okay. Thank you very much.
CC CHEVRON CALIFORNIA. W-C-G-N calling the HELENKA B on channel 13.

HB Yeah. This is HELENKA B.

0851.38 - CC Ah let's go to 10.
HB Roger. 10.
BA CHIRIKOF. BARANOF.
CH Go ahead.

0854.54 - BA How about 9 for working channel?
CH Roger.

0857.14 - CG MEP2. MEP2. VALDEZ radio, 8-1, over.
 Radio
CG MEP2. VALDEZ radio, 8-1, over.
 Radio
HB ARCO ALASKA, HELENKA B.
AA ARCO ALASKA K-S-P-K on 1-3.

0900.42 - HB Yeah. Ah roger. See you in about 5 minutes. Okay?
AA ....
HB ... HELENKA B.
AA ARCO ALASKA K-S-P-K. Standing by 13 and 16.
EBR VALDEZ Traffic. EXXON BATON ROUGE.
VTC EXXON BATON ROUGE. VALDEZ Traffic.
EBR Yes. We're ... Naked Island at this time.

0911.12 - VTC Roger. You still holding 1026 at Bligh Reef?
EBR Roger that.
VTC Roger. Also I like to inform you that the on-scene coordinator is LCDR Falkenstein. He is onboard the EXXON VALDEZ, and he is also Captain Of The Port's representative. Ah any further directions you'll be taking from him. Over.

SER 171
Roger. That copied. Thank you.

Traffic out.

EXXON VALDEZ. This is the EXXON BATON ROUGE.

This is the BATON ROUGE. This is the VALDEZ, go ahead.

0912.00 - EBR Yes. Okay. We're at Naked Island. We're coming your way. We'll be up ah there about 10:30. From the way you look, I'm going to be going past you and making a round turn coming in on your stern, and I guess I'll have good water all the way up alongside you.

Yeah. You got--we're lying at about a two eighty heading here. Barry. Ah, ... ah, there's that thirty-five, thirty-six foot lump right off our manifold, ah a couple hundred yards out, but everything else to the northern is pretty clear. To the southern we haven't sounded yet. I wouldn't suggest going down there. There's a lot of rocks and junk, but, ah, what kind of draft you coming in with?

I'm lining up now. It'll probably be 29 feet aft. Something like that.

Yeah. Okay. Just, ah, go by us there to the northern, make your turn, and, ah, I guess we'll just get the tugs and you can settle her downwind, ah, be the easiest way rather than get in towards the beach too much.

Why don't I come off your quarter and then ah with the tugs I will be able to kind of come in for a nice soft landing I hope.

Okay. Thanks a lot. We'll talk to you when you get here. We'll have that pilot boat run around and get some more soundings for you off the starboard quarter area.

Okay. Yes, it'll be just like a runway approach. I'm going to come in and kind of match your course as I'm off your stern. What tug boats are there?

The, ah, STALWART's out there. The other two, I guess will be coming from town--the SEA FLYER and the, ah, PATHFINDER.
EBR  Okay.  Roger.

0913.48 - BE  VALDEZ.  BERING channel 9.  ....

EV  Yes, the VALDEZ back.

BE  Channel 9.

EV  9.

EV  VALDEZ Traffic.  EXXON VALDEZ.  Over.

VTC  EXXON VALDEZ.  VALDEZ Traffic.

0914.42 - EV  Traffic, what's the status of the ah tug coming out from the Alyeska with the ah transfer boom?  Over.

VTC  As far as we know, they're still not underway yet.  Ah stand by and I'll check.  Ah have you ordered another tug or has the pilots ordered another tug for maneuvering?

0915.29 - EV  We kind of made the assumption that the tug would be alongside by then ah based on the fact she's supposed to be bringing out the transfer hose.  Ah she hasn't got underway yet.  I'd appreciate it if she would get underway as soon as possible.  Over.

VTC  Roger that.  We'll see to it.  Traffic out.

EV  Traffic EXXON VALDEZ also be advised ah that ah if she can't get all the hoses that we were promised earlier, ah not to worry.  It's It's not as critical at this time.  Over.

VTC  Roger.  Standing by.

0916.38 - EBR  STALWART.  EXXON BATON ROUGE.

0917.01 - EBR  Tug STALWART.  The EXXON BATON ROUGE.

0917.22 - 323  Thick sheen starting to hit the rocks there.  Over.

0917.36 - VTC  3-2-3 VALDEZ radio.  Roger.  Anything further?

323  Ah negative further.

VTC  Traffic out.
EXXON VALDEZ. VALDEZ Traffic.

Traffic. EXXON VALDEZ. Go ahead. Over.

Ah the ....

EXXON VALDEZ. VALDEZ traffic. Terminal advises that the ah SEA FLYER will be getting under­way shortly with the ah barge and equipment. Ah do you have need of the third tug? Over.

That's ah correct. We need the third tug to help maneuver the BATON ROUGE in alongside the VALDEZ here. Over.

Traffic. Roger. We'll pass that along. Out.

Traffic. EXXON BATON ROUGE.

BATON ROUGE, Traffic.

We'll pass along about a ah little less than an hour time. Let's say 10:15. I could utilize two tugs to maneuver the vessel. Ah one of them pass the VALDEZ, but like I say I'll only need two tugs at that time.

Roger that. Traffic out.

CHEVRON CALIFORNIA W-C-G-N to the HELENKA B on 13.

Yes, this is HELENKA B.

Ah 10?

Roger. Channel 10.

Coast Guard 1-4-7 niner. Coast Guard 1-4-7 niner. VALDEZ radio. VALDEZ radio. 16. Over.


1-4-7-niner VALDEZ radio. Copy loud and clear. Shift to ... channel 2-1. Over.

This is ... KODIAK, ah 1-4-7-9. Yes, as soon as I establish this VALDEZ radio if possible on 16.
Coast Guard 1-4-7-niner. VALDEZ RADIO.
2-1 Over.

VALDEZ radio. VALDEZ radio. This is Coast
Guard copter 1-4-7-niner, channel 21. How do
you copy?

Coast Guard 1-4-7-niner VALDEZ radio.
2-1. Over.

... VALDEZ. 1-4-7-niner. ... medium strength,
but readable how me over.

Coast Guard 1-4-7-niner. VALDEZ radio, you are
broken up. I say again you are broken up. Say
again your last. Over.

... radio 1-4-7-niner. We'll attempt to
reestablish comms in about 5-10 minutes. We're
estimating 20 minutes to the scene of the ah
oil tanker. Over.

Coast Guard 1-4-7-niner. Valdez radio
understand you're going to attempt to communica­
tions with us in about 5-10 minutes, and you
are about 20 minutes from the scene. Is that
correct?

Valdez radio. Coast Guard 1-4-7-niner.
That's a charley. 7-niner out.

VALDEZ radio out.

EXXON BATON ROUGE. VALDEZ Traffic.
This is the EXXON BATON ROUGE.
Yes sir. Could you confirm that ah you do have
those two additional reducers. Over.

Ah which sizes are those? Gave them a list of
all our reducers, but they didn't confirm which
ones they actually wanted.

EXXON BATON ROUGE. VALDEZ Traffic. Roger.
It's required one 16 to 8 inch and one 16 to 6
inch. Over.

Well, with our combinations we can make those
up. We've got some 16 to 12s that we can match
up to get to those sizes. Do I need a 16 to 6
and 16 to 8?

SER 175
Roger that. That with the other ones we have coming from the Admiralty Bay should do the trick. Over.

Okay. Roger. I pass along we do have that 10-inch hose onboard. I don't know if they need it or not.


EXXON VALDEZ. EXXON BATON ROUGE.

This is the VALDEZ. Go ahead captain.

Yes. Are you adverse to the idea of our putting out wire springs and we'll have poly, ah that samson braid, headlines and stern lines?

I'll check on that and get back to you.

EXXON BATON ROUGE. The pilot boat BARANOF.

BARANOF. EXXON BATON ROUGE.

Yeah we're running a string of soundings for you which ah we'll we'll chart, and ah when you get up closer, we'll run out to you captain, if you'll send somebody down on a pilot ladder we'll hand them to you, and then you'll have that as you make your approach.

Okay. Appreciate that. Thank you very much. We'll probably rig a ladder once we get situated here on our starboard side.

Okay. Ah give us about 15 minutes notice when you want us, and we'll come out ah to you with that ah sketch of the soundings.

Right. If we don't have a ladder, we'll lower ah we've got a mail bag here we can lower down for you.

That's fine. And ah we'll have the pilot boat standing by as you approach, and ah give you soundings as you require.
EBR Thank you. I'm going to be coming--I'll be rounding out of the traffic system onto the quarter of the VALDEZ and ah slowly coming up on her heading so I can match--... you know come up her stern because they said there was a lump off on her beam there. So I'm going to avoid that lump.

BA Are you coming along her starboard side. Is that correct?

EBR Roger.

EV EXXON BATON ROUGE. EXXON VALDEZ.

0931.39 - EBR Talk to me Joe.

EV Yeah, Lloyd just said, ah, what do you want to put a couple wire springs, and the rest soft lines?

EBR Yeah, I figure we could use those springs ah of wires, and I've got these ah samson braids for fore and aft that I figures would be good.

EV Yeah, okay, ah, ah .... Yeah, that will be all right. We'll just have to run it through the hand rails. It's a little too late to worry about the cosmetics right now.

EBR Yes, if possible, if you want to put ah polys out or nylons out for springs, we'd have a problem ah between now and then getting them all rigged up unless you got some out already.

EV Ah, we're all buttoned up. We'll, we'll go with the wires. We'll just, ah, probably have to land her first before we test any lines. Just, ah, pull her in with the boats and then we can, ah, get the springs out and then position her as necessary.

EBR That's what I was going to do. Ah put the forward springs first and ah then go forward. Put the after springs in back up and ah and do each end.

EV Yeah, okay. I guess it's best if you could, ah, just leave that forward spring down the waterway a bit, ah, and ah, by the shear strake there. So just pick it up, and, ah, if you want to drop it back as far.
Okay. Well, let's get alongside, and we'll see how it is. We have them all laid out ready to go. Ah if you have the messengers to toss us to heave them up with, ah I don't imagine it will be more than at 25-foot span between us.

Yeah, okay. Will do.

Okay say I've got two fore and two aft on these ah sampson braids. We can put them on the bights to give us--double up on the strength.

Very well.

Ah, the EXXON BATON ROUGE. EXXON VALDEZ. Thirteen.

EXXON BATON ROUGE. EXXON VALDEZ. Channel 13.

Baton Rouge.

Channel 9 for a second.

Channel 9.

END OF TAPE