SCOMM

77:40

April 18, 1991

TO: The Honorable Judge H. Russel Holland
US District Court
222 W. 7th
Anchorage, Alaska 99507

FROM: Tim Martin
7100 Lake Otis #37
Anchorage, Alaska 99507
349-3855

SUBJECT: Addendum to comments on the Exxon settlement.

Judge Holland:

I talked with Edgar Boyco last night on Alascom's Norm Sailor's show last night.

I told Mr. Boyco that I have indisputable evidence that the Exxon Valdez was intentionally grounded. Mr Boyco said you better hurry up because you don't have much time. I said there is no statute of limitation on fraud. Mr Boyco said in some cases there is.

I asked Mr Boyco who I should take this information to. He said that's a good question and said he didn't know. I said how about you Mr Boyco. He said if he thought I had something he would run with it but that we both might end up killed.

I told Mr Boyco that if anything happens to me it was in the hands of people who would make it public, and (I might add use my death to push it).

Mr. Boyco said that he didn't know of anywhere I could take this information to have it acted upon.

I,m not going to submit this information at this time to have it buried along with me. I must have assurances that this information is truely given a public hearing.

The intent of this letter is to serve notice that I have this information and will come forth with it when I have assurances that it will be justly acted upon.

I also made the statement along with my reasonings that show that the Exxon Valdez lost far more oil than was reported. To show the strength of my claim that the Exxon Valdez was intentionally grounded, I now offer proof that far more oil left the Exxon Valdez than was reported.

I've included 9 copies of the printout from the loadmaster of the Exxon Valdez. These are exactly as I received them from the NTSB report.

The copies marked from 4 to 9 have the wrong dates of 1/26/80, yet the originals were signed off by Mark Delozier head of Coast Guard Investigations. On the sheet marked 4 there is

a correction of the date marked Departure 3/23/89, yet no one initialed this correction.

Dan Lawn of the DEC said that Exxon simply gave him the figures and he accepted them and said he "couldn't remember what method was used by Exxon to arrive at these figures. Lawn agreed that the proper way to have gauged the grounded tanker was the 'paste and ball method'. He made some quick calculations and said that these were about the same figures he got from James Kunkel, the first mate of the Exxon Valdez.

These printouts prove that the wrong method was used to gague the Exxon Valdez because the loadmaster only measures the amount of liquid in the tank but doesn't distinguish between water and oil.

Far more oil left the Exxon Valdez than was reported.

Dan Lawn said his only concern at the time was that no samples were taken of the oil pumped off of the Exxon Valdez. He said that he wasn't concerned, at the time, which method was used to gauge the tankers.

Marge Tillion, wife of Clem Tillion, says that she was called by three divers who worked on the Exxon Valdez who told her that far more oil left the Exxon Valdez than was reported and that large amounts of seawater was pumped onto the onloading tankers.

From this evidence and on-scene witnesses that I've talked with, the Exxon Valdez, conservatively lost 3 times the amount of oil that was reported.

As I'm backing up my claim with this evidence, I can backup my claim that the Exxon Valdez was intentionally grounded, but I won't bring this evidence forward unless I know that this proof is shown to the public.

If I don't get this assurance, then this letter will show as a legal document that I've done everything I can in seeking justice. I await your reply.

Sincerly,

Tim Martin

Inclosures

Barbara Herman, Attorney General's Office
Dick Eliason Senate special Committee on Exxon Settlement
Max Gruenberg House Special Committee on Exxon Settlement
OTHERS

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 03/24/89
COND: VZ05-G TIME: 0915

LOAD SUMMARY

CARGO OIL	= 130348.50	L.TONS
CARGO SLOP	= 7622.16	L.TONS
BALLAST	= 13882.12	L.TONS
LUBE OIL	= 37.00	L.TONS
POTABLE WATER	= 100.00	L.TONS
FEED WATER	= 114.74	L.TONS
FUEL OIL	= 2340.00	L.TONS
DIESEL OIL	= 326.00	L.TONS
MISCELLANEOUS	= 45.46	L.TONS
CREW&EFFECTS	= 140.00	L.TONS
FLOODING	= .00	L.TONS
DEADWEIGHT	= 154955.90	L.TONS
LIGHTWEIGHT	= 28822.00	L.TONS
DISPLACEMENT	= 183777.90	L.TONS

PRINT THIS DISPLAY ? (Y/N) >

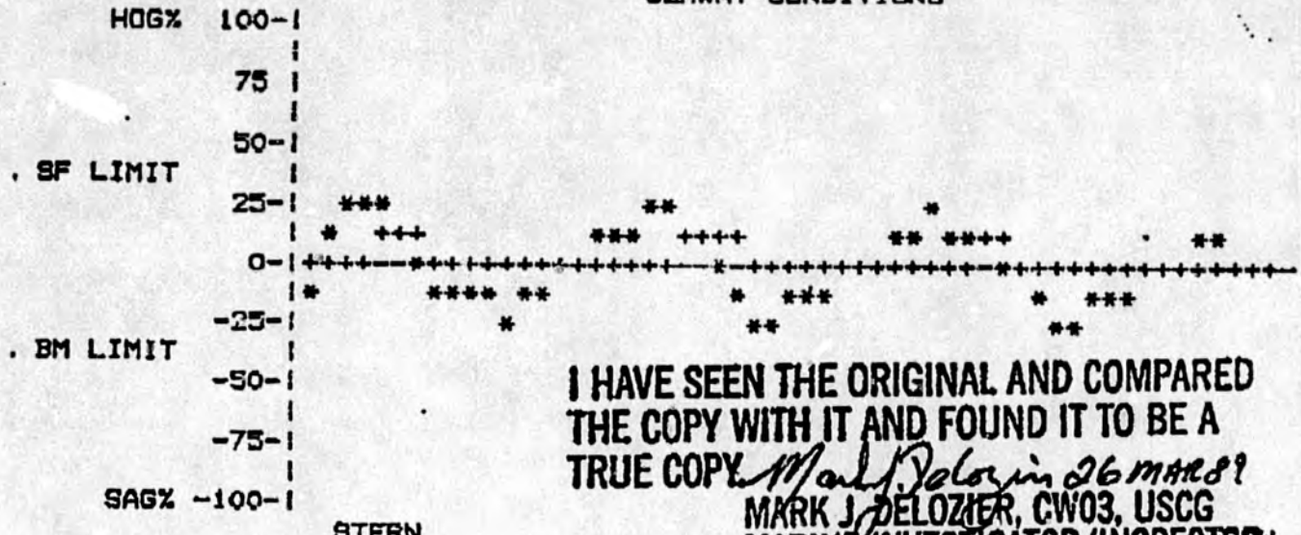
I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY Mark J. Pelozier 26 MAR 89
MARK J. PELOZIER, CW03, USCG
MARINE INVESTIGATOR/INSPECTOR
MARINE SAFETY OFFICE, VALDEZ, AK. USCG

2

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 03/24/89
COND: VZ05-G TIME: 0916

DWT= 154955.9 L.TONS DRAFT= 50.32 FEET TRIM= 6.55 FEET

SEAWAY CONDITIONS



TO PROCEED

I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY. Mark J. Delozier 26 MAR 91
MARK J. DELOZIER, CW03, USCG
MARINE INVESTIGATOR/INSPECTOR
MARINE SAFETY OFFICE, VALDEZ, AK. USCG

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 03/24/89
COND: VZ05-G TIME: 0917

SHEAR FORCES AND BENDING MOMENTS
SEAWAY CONDITIONS

SHEAR FORCE			BENDING MOMENT		
LIMIT	ACTUAL	%	LIMIT	ACTUAL	%
11549.	-2596.	-22.5	1547703.	-33614.	-2.2
11202.	37.	.3	1665034.	-102087.	-6.1
12814.	3389.	26.4	1864447.	96104.	5.2
13128.	-3423.	-26.1	1558567.	53950.	3.5
14040.	-10.	-.1	1590849.	-91091.	-5.7
13647.	2939.	21.5	1965293.	34901.	1.8
11854.	-66.	-.6	2209370.	139079.	6.3
11403.	-2820.	-24.7	1994574.	-7569.	-.4
11893.	-157.	-1.3	1496613.	-78501.	-5.2
13792.	1942.	14.1	1053082.	-22174.	-2.1

JM SHEAR FORCE = -3545.7 AT 434.70 FEET FROM A.P.
JM BENDING MOMENT= 162985.8 AT 387.45 FEET FROM A.P.

ED PLOT OF SF/BM DATA ? (Y/N) >

3

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 03/24/89
COND: VZ05-G TIME: 0917

T : YES
DED : NO
ED : NO
ED : NO

D E F L E C T I O N

AX DEFLECTION = .2 INCHES HOG AT 387.4 FEET FROM A.P.

EFLECTED DRAFT AT FWD MARKS	=	47.21 FEET
EFLECTION AT FWD MARKS	=	.02 INCHES HOG
EFLECTED DRAFT AT MIDSHIPS	=	50.47 FEET
EFLECTION AT MIDSHIPS	=	.13 INCHES HOG
EFLECTED DRAFT AT AFT MARKS	=	53.73 FEET
EFLECTION AT AFT MARKS	=	.04 INCHES HOG

TO PRINT THIS DISPLAY ? (Y/N) >

I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY. Mark J. Delozier 26 MAR 89
MARK J. DELOZIER, CW03, USCG
MARINE INVESTIGATOR/INSPECTOR
MARINE SAFETY OFFICE, VALDEZ, AK. USCG

SHIP: EXXON VALDEZ HULL 438 REV 3
COND: VZ05-G TIME: 0917

T : YES
DED : NO
ED : NO
ED : NO

S T A B I L I T Y

ISPLACEMENT	DISPL =	183777.90 L.TONS
OLDED DRAFT AT LCF	DM =	50.32 FEET
RANSVERSE METACENTRIC HEIGHT	KM =	69.56 FEET
ENTER OF GRAVITY ABOVE KEEL	KG =	48.79 FEET
STACENTRIC HEIGHT	GM =	20.78 FEET
REE SURFACE MOMENT CORRECTION	FSMC =	5.37 FEET
ORRECTED METACENTRIC HEIGHT	GMC =	15.41 FEET
EQUIRED METACENTRIC HEIGHT	GMREQD =	15.45 FEET
	GMC =	1.00 TIMES GMREQD
EELING MOMENT	HEELMOM =	233528.90 L.TONS-FEET
EEL ANGLE (+PORT, -STBD)	HEEL =	-4.73 DEG.

TO PRINT THIS DISPLAY ? (Y/N) >

Departure 3/23/89 4

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1258

LOADING DETAIL

NAME	%	L.TONS	ULL	SG	DEG F	DEG API	NET BBLS
#1 CARGO CNTR	88.7	18874.93	13.22		102.4	27.6	135923.2
#1 CARGO PORT	88.8	8354.05	13.27		102.4	27.6	60159.7
#1 CARGO STBD	88.9	8366.00	13.21		102.4	27.6	60245.7
#2 CARGO CNTR	87.0	23816.61	14.72		102.4	27.6	171509.6
#3 CARGO CNTR	87.4	26303.79	14.50		102.4	27.6	189420.3
#3 CARGO PORT	89.3	14870.31	13.92		102.4	27.6	107085.0
#3 CARGO STBD	89.2	14852.72	14.04		102.4	27.6	106958.3
#4 CARGO CNTR	66.8	10966.51	33.26		102.4	27.6	78972.7
#5 CARGO CNTR	81.9	23991.52	18.98		102.4	27.6	172769.1
#5 CARGO PORT	83.5	8601.61	18.60		102.4	27.6	61942.4
#5 CARGO STBD	83.5	8610.00	18.58		102.4	27.6	62008.6

TED LIST: .00 DEG INPUTTED TRIM: .00 FEET

VALUE F2=SCRL DN & REPT F3=CHANGE LIST F4=CHANGE TRIM F10=RETURN

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1258

LOADING DETAIL

NAME	%	L.TONS	ULL	SG	DEG F	DEG API	NET BBLS
SLOP PORT	80.1	3732.41	17.84		102.4	27.6	678.0
SLOP STBD	83.4	3889.75	15.57		102.4	27.6	1.1
FOREPEAK	.0	.00	91.00	1.0250			
#2 SWB WING P	.0	.00	92.58	1.0250			
#2 SWB WING S	.0	.00	92.50	1.0250			
#4 SWB WING P	.0	.00	92.67	1.0250			
#4 SWB WING S	.0	.00	92.67	1.0250			
ER SWB WING P	.0	.00	44.92	1.0250			
ER SWB WING S	.0	.00	44.83	1.0250			
ER SWB D.B.	.0	.00	11.67	1.0250			
AFTPEAK	4.2	100.00	49.97	1.0250			

TED LIST: .00 DEG INPUTTED TRIM: .00 FEET

VALUE F2=SCRL DN & REPT F3=CHANGE LIST F4=CHANGE TRIM F10=RETURN

MARINE SAFETY OFFICE, VALDEZ, AK. USA

I HAVE SEEN THE ORIGINAL AND COMPA
TRUE COPY WITH IT AND FOUND IT TO BE

MARK J. OELZIER, LT, USCG
MARINE INVESTIGATOR/INSPEC

5

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1300

T : YES
DED : NO
ED : NO
ED : NO

LOADING DETAIL

NAME	WEIGHT	%	SG	TANK	NAME	WEIGHT	%	SG
#1 CARGO CNTR	18874.9	89	.873	2	#1 CARGO PORT	8354.0	89	.873
#1 CARGO STBD	8366.0	89	.873	4	#2 CARGO CNTR	23816.6	87	.873
#3 CARGO CNTR	26303.8	87	.873	6	#3 CARGO PORT	14870.3	89	.873
#3 CARGO STBD	14852.7	89	.873	8	#4 CARGO CNTR	10966.5	67	.873
#5 CARGO CNTR	23991.5	82	.873	10	#5 CARGO PORT	8601.6	83	.873
#5 CARGO STBD	8610.8	84	.873	12	SLOP PORT	3732.4	80	.873
SLOP STBD	3899.7	83	.873	14	FOREPEAK	.0	0	1.025
#2 SWB WING P	.0	0	1.025	16	#2 SWB WING S	.0	0	1.025
#4 SWB WING P	.0	0	1.025	18	#4 SWB WING S	.0	0	1.025
ER SWB WING P	.0	0	1.025	20	ER SWB WING S	.0	0	1.025
ER SWB D.B.	.0	0	1.025	22	AFTPEAK	100.0	4	1.025
LO SUMP	18.0	52	.893	24	LO STOR	19.0	49	.893
LO SETTLING	.0	0	.893	26	POT WTR P	30.0	31	1.000
POT WTR S	70.0	61	1.000	28	RES FEED	50.0	39	1.000
T WTR	64.7	100	1.000	30	FO SETT FWD	84.0	71	.989
SETT AFT	84.0	71	.989	32	FO STOR P	1473.0	54	.989
FO STOR S	613.0	34	.989	34	FO DAY	86.0	72	.989
DO DAY EDG	9.0	86	.880	36	DO DAY	90.0	68	.880
DO STOR	227.0	65	.880	38	LO STOR SSDG	1.5	100	.893
CYL OIL DAY	1.0	75	.959	40	CYL OIL STORE	43.0	65	.980
SLOP DB P	.0			42	VOID C	.0		
SLOP DB S	.0			44	ENGINE ROOM	.0		
PUMP ROOM	.0			46	BILGE OIL RES	.0		
FO SLUDGE	.0			48	CREW&EFFECTS	140.0		
RAW SEWAGE	.0							

I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY. Mark J. DeLozier 26 MAR 91

MARK J. DELOZIER, CWO3, USCG
MARINE INVESTIGATOR/INSPECTOR

MARINE SAFETY OFFICE, VALDEZ, AK. USCG

6

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1301

LOAD SUMMARY

CARGO OIL	= 167603.80	L.TONS
CARGO SLOP	= 7622.16	L.TONS
BALLAST	= 100.00	L.TONS
LUBE OIL	= 37.00	L.TONS
POTABLE WATER	= 100.00	L.TONS
FEED WATER	= 114.74	L.TONS
FUEL OIL	= 2340.00	L.TONS
DIESEL OIL	= 326.00	L.TONS
MISCELLANEOUS	= 45.46	L.TONS
CREW&EFFECTS	= 140.00	L.TONS
FLOODING	= .00	L.TONS
DEADWEIGHT	= 178434.20	L.TONS
LIGHTWEIGHT	= 28822.00	L.TONS
DISPLACEMENT	= 207256.20	L.TONS

I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY. Mark J. DeLozier 26 MAR 89

MARK J. DELOZIER, CW03, USCG
MARINE INVESTIGATOR/INSPECTOR

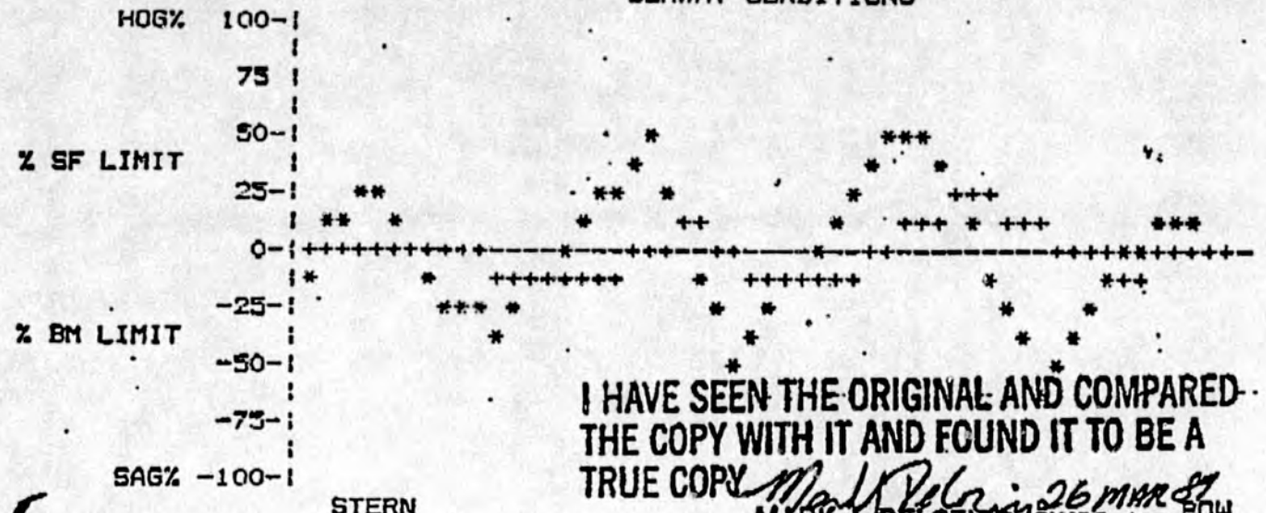
MARINE SAFETY OFFICE, VALDEZ, AK. USCG

7

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1302

DWT= 178434.2 L.TONS DRAFT= 56.29 FEET TRIM= .56 FEET

SEAWAY CONDITIONS



: TO PROCEED

I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY Mark DeLozier 26 MAR 91
MARK J. DELOZIER, CWO3, USCG
MARINE INVESTIGATOR/INSPECTOR
MARINE SAFETY OFFICE, VALDEZ, AK. USCG

SHIP: EXXON VALDEZ HULL [illegible] DATE: 01/26/80
COND: VZ05-89D TIME: 1303

SHEAR FORCES AND BENDING MOMENTS
SEAWAY CONDITIONS

	SHEAR FORCE			BENDING MOMENT		
	LIMIT	ACTUAL	%	LIMIT	ACTUAL	%
)	11549.	-4144.	-35.9	1547703.	-149238.	-9.6
)	11202.	-781.	-7.0	1665034.	-294531.	-17.7
)	12814.	5891.	46.0	1964447.	8312.	.4
)	13128.	-6003.	-45.7	1558567.	-70218.	-4.5
)	14040.	1541.	11.0	1590849.	-249300.	-15.7
)	13647.	7691.	56.4	1965293.	144978.	7.4
)	11854.	479.	4.0	2209370.	437610.	19.8
)	11403.	-6635.	-58.2	1994574.	129225.	6.5
)	11893.	-1342.	-11.3	1496613.	-90364.	-6.0
)	13792.	2893.	21.0	1053082.	-32328.	-3.1

MUM SHEAR FORCE = 7992.8 AT 604.80 FEET FROM A.P.
MUM BENDING MOMENT= 433262.0 AT 689.85 FEET FROM A.P.

NTED PLOT OF SF/BM DATA ? (Y/N) >

8

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1303

:T : YES
IDED : NO
ED : NO
)ED : NO

DEFLECTION

IAX DEFLECTION = .5 INCHES SAG AT 245.7 FEET FROM A.P.

)EFLECTED DRAFT AT FWD MARKS = 56.02 FEET
)EFLECTION AT FWD MARKS = .03 INCHES SAG

)EFLECTED DRAFT AT MIDSHIPS = 56.32 FEET
)EFLECTION AT MIDSHIPS = .27 INCHES SAG

EFLECTED DRAFT AT AFT MARKS = 56.50 FEET
)EFLECTION AT AFT MARKS

I HAVE SEEN THE ORIGINAL AND COMPARED THE COPY WITH IT AND FOUND IT TO BE A TRUE COPY. M.J. Delozier 26 MAR 89
MARK J. DELOZIER, CW03, USCG
MARINE INVESTIGATOR/INSPECTOR
MARINE SAFETY OFFICE, VALDEZ, AK. USCG

TO PRINT THIS DISPLAY ? (Y/N) >

SHIP: EXXON VALDEZ HULL 438 REV 3.4 DATE: 01/26/80
COND: VZ05-89D TIME: 1304

:T : YES
IDED : NO
ED : NO
)ED : NO

STABILITY

)ISPLACEMENT	DISPL =	207256.20 L.TONS
IOLDED DRAFT AT LCF	DM =	56.29 FEET
RANSVERSE METACENTRIC HEIGHT	KM =	68.18 FEET
:ENTER OF GRAVITY ABOVE KEEL	KG =	48.49 FEET
IETACENTRIC HEIGHT	GM =	19.69 FEET
REE SURFACE MOMENT CORRECTION	FSMC =	4.52 FEET
ORRECTED METACENTRIC HEIGHT	GMC =	15.18 FEET
REQUIRED METACENTRIC HEIGHT	GMREQD =	14.67 FEET
	GMC =	1.03 TIMES GMREQD
IEELING MOMENT	HEEL.MOM =	15714.52 L.TONS-FEET
IEEL ANGLE (+PORT, -STBD)	HEEL =	.29 DEG.

RINT THIS DISPLAY ? (Y/N) >