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1 Largest U.S. Tanker Spill Spews Oil Off Alaska Coast

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THE ENVIRONMENT
TUESDAY, APRIL 4, 1989

Veterinarians and volunteers
join to wash off the oil.

By Malcolm W. Browne

Special to the New York Times

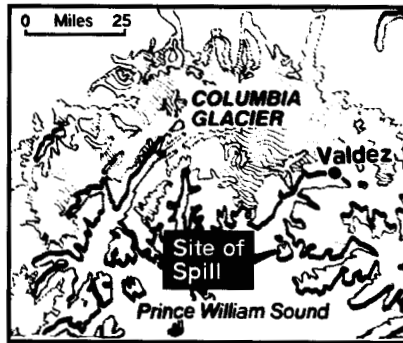
Valdez, Alaska, April 3—Casualties by the hundreds are pouring into a makeshift hospital for oil-soaked animals here, where conditions have begun to resemble those in a battle-field aid situation.

The Valdez Bird and Animal Rescue Center was created on March 24, within hours after the tanker Exxon Valdez ran aground on a reef 14 miles south of here. Since then, three gashes in the tanker hull have poured about 10 million gallons of crude oil into Prince William Sound, killing or endangering great numbers of animals.

For more than a week after the accident, few animals injured by the oil spill were

found or collected. But by last weekend the flood of victims began, and veterinarians were getting little sleep.

"This place is like a MASH unit at this point," Ms. Berkner said. "We have to work as fast as we can to stay ahead of the game."



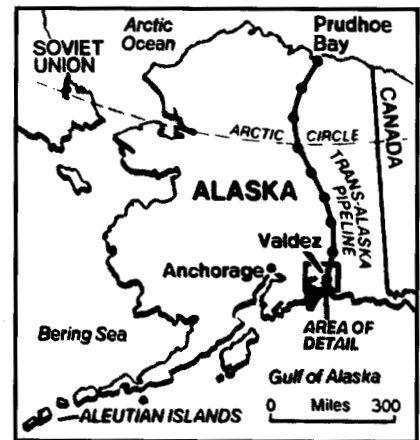
The New York Times/March 25, 1989

2 Exxon Vessel Hits Reef, Fouling Water That Is Rich in Marine Life

By Philip Shabecoff

A tanker filled to capacity with crude oil ran aground and ruptured yesterday 25 miles from the southern end of the Trans Alaska Pipeline, spewing her cargo into water rich in marine life.

By evening the ship, the Exxon Valdez, had sent more than 270,000 barrels of oil into Prince William Sound, making this the largest tanker spill in United States history.



3 THE NEW YORK TIMES NATIONAL THURSDAY, FEBRUARY 15, 1990 Mate on Tanker Faults Helmsman in Accident

Second Day on Stand

This was the second day of Mr. Cousins's testimony in Anchorage Superior Court, where the 43-year-old Captain Hazelwood is standing trial on one felony count of second-degree criminal mischief and misdemeanor charges of reckless endangerment, negligent discharge of oil and operating a vessel while intoxicated. The maximum penalty for conviction on all counts is seven years, three months in prison and fines totaling \$61,000.

The cross-examination was conducted by Dick Madson, who asked the witness, "Mr. Cousins, isn't it correct that in your mind there's no doubt that if that 10-degree right rudder had been executed, the ship would have cleared Bligh Reef by a substantial margin?"

"That's my belief," Mr. Cousins said.

Mr. Cousins described the night of the accident as extremely dark and misty. He said that about an hour before the grounding on the ship's radar screen he spotted ice in the channel. It was too dark to actually see the ice from the deck. Mr. Cousins said, but he reported it to Captain Hazelwood, who decided to divert the tanker from normal shipping lanes.

Mr. Cousins and a helmsman, Robert Kagan, were at the wheel when the 987-foot tanker ran aground, spilling nearly 11 million gallons of crude oil in the nation's worst oil spill.

Grounding Interrupts Call

Mr. Cousins said that before he called he began to believe that Mr. Kagan was not properly following his orders to make a sharp change in the ship's course.

Mr. Cousins testified today that he had

never worked with Mr. Kagan before and had heard rumors the seaman had problems with steering on another voyage.

The testimony came in the cross-examination by Captain Hazelwood's lawyer, who sought to show that all the procedures aboard the tanker were moving smoothly until the helmsman failed to execute a 10-degree right turn.

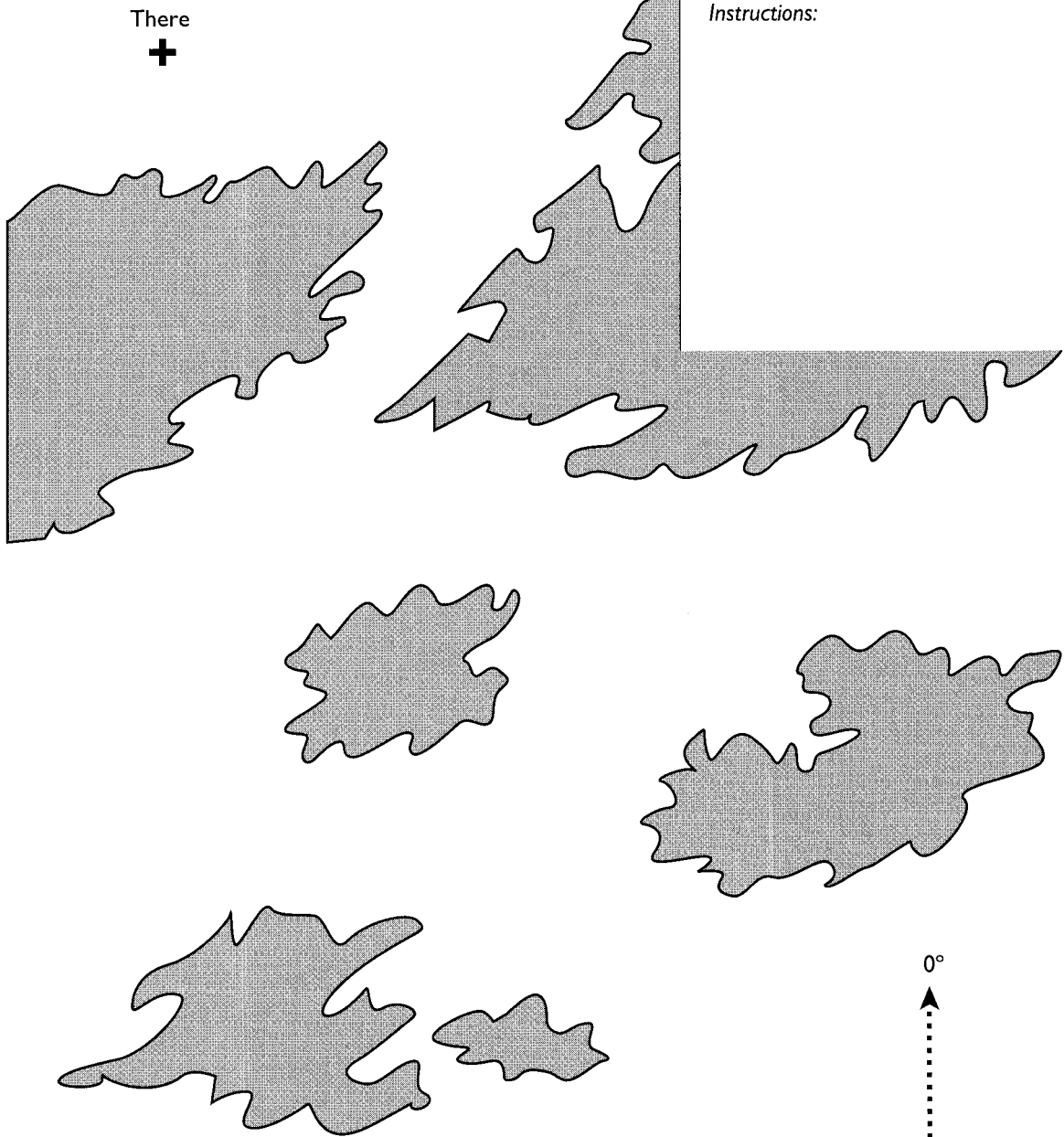
Mr. Cousins, who was told by Captain Hazelwood to take command of the tanker about 10 minutes before it went aground, suggested that Mr. Kagan caused the spill by not following orders to turn the wheel hard.

He said he was convinced that had the helmsman followed orders, the ship would have missed by several miles the rocky reef that she ultimately hit.

NAVIGATING IN THE DARK
Map—Demo

Course written by:

Instructions:



Note: After the first heading from "Here," all headings are measured as in "LOGO," from the direction you are facing after the last move.