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GC
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.P75
H37
1990
v. 4

STATE OF ALASKA, PLAINTIFF, VS. JOSEPH HAZELWOOD,
DEFENDANT : TRIAL EXHIBITS, 1989-1990

Contents:

- 1) Photograph Negatives
- 2) Extra Photographs Not Used At Trial

Photographs taken by Bruce Collins.

3 3755 001 00428 2

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FUJICHROME <input type="radio"/>	126 <input type="radio"/>	
B & W <input type="radio"/>	135 <input type="radio"/>	

NO. 331	DATE 05-09-90		
DEVELOP	QUAN.	@	AMOUNT
Prints	20	0.39	7.80
Tax			
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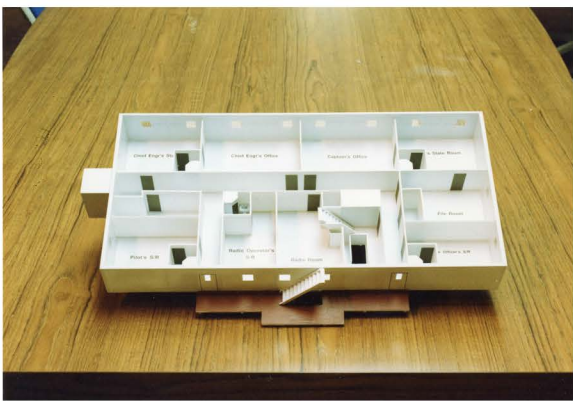
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SAME DAY	QUALITY CONTROL CHECK				NEXT DAY	
	F C	L D	P T	Q C	DAY	TIME
MOE					Wed	4:00



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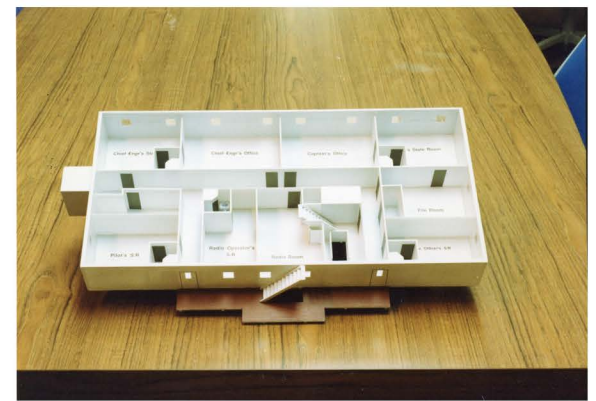
Exh. # 80



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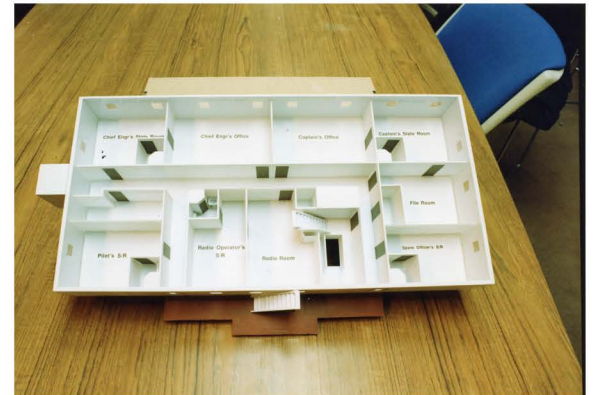
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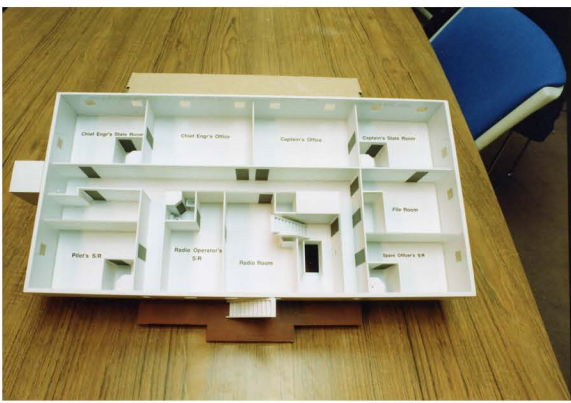
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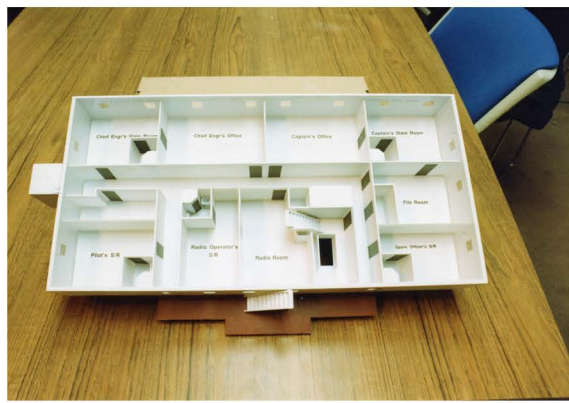
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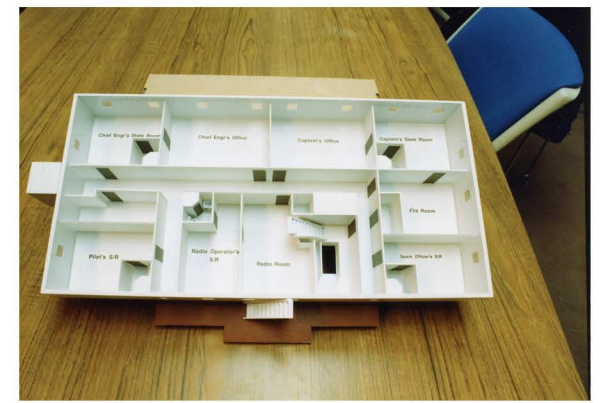
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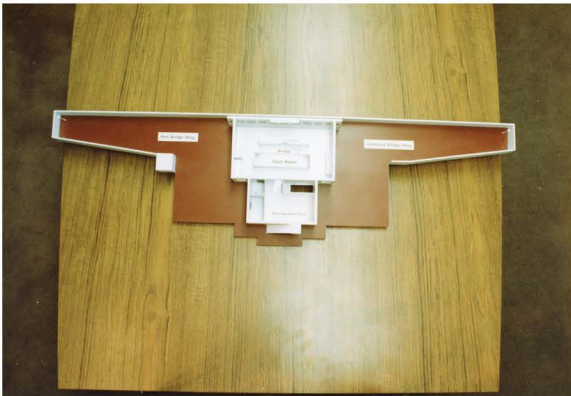
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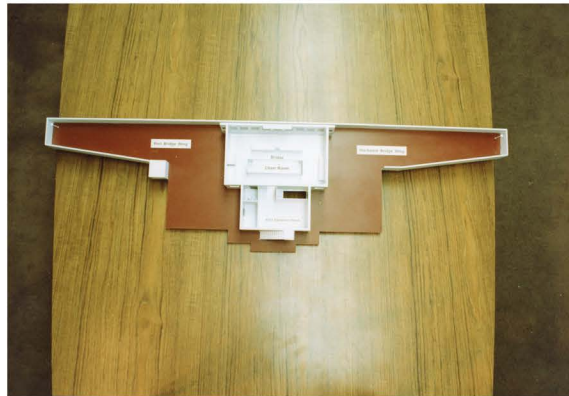
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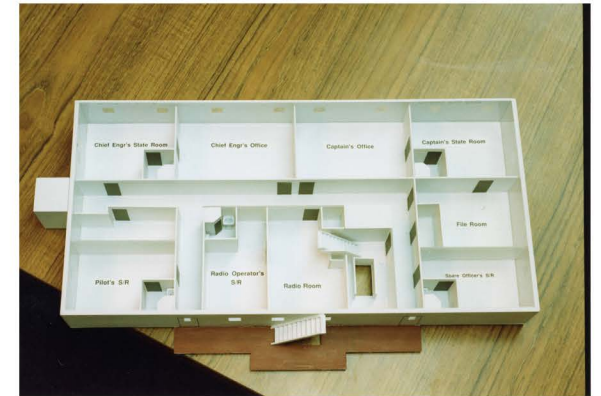
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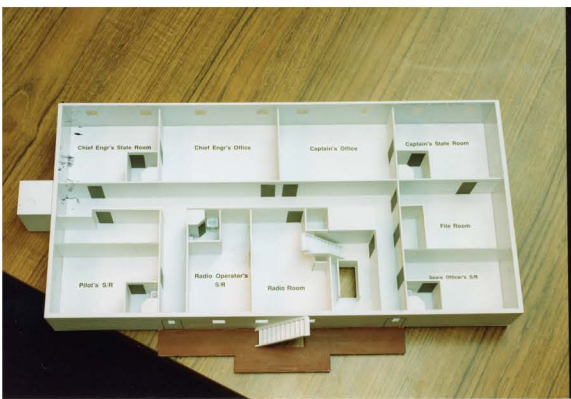
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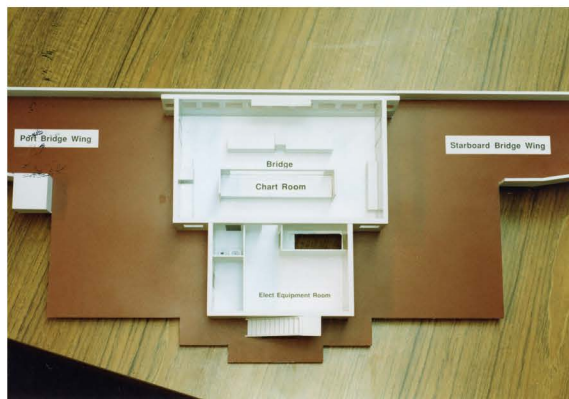
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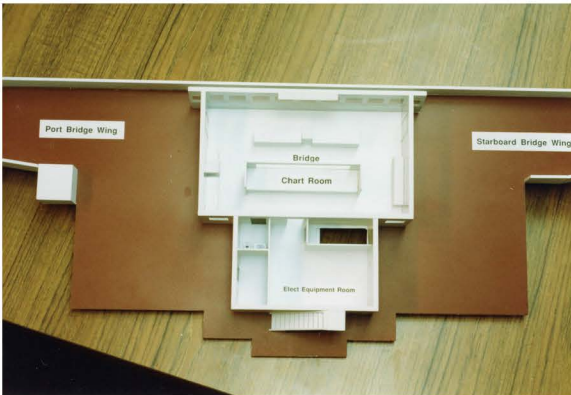
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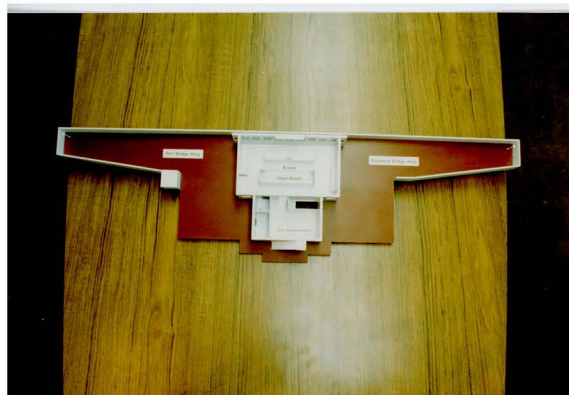
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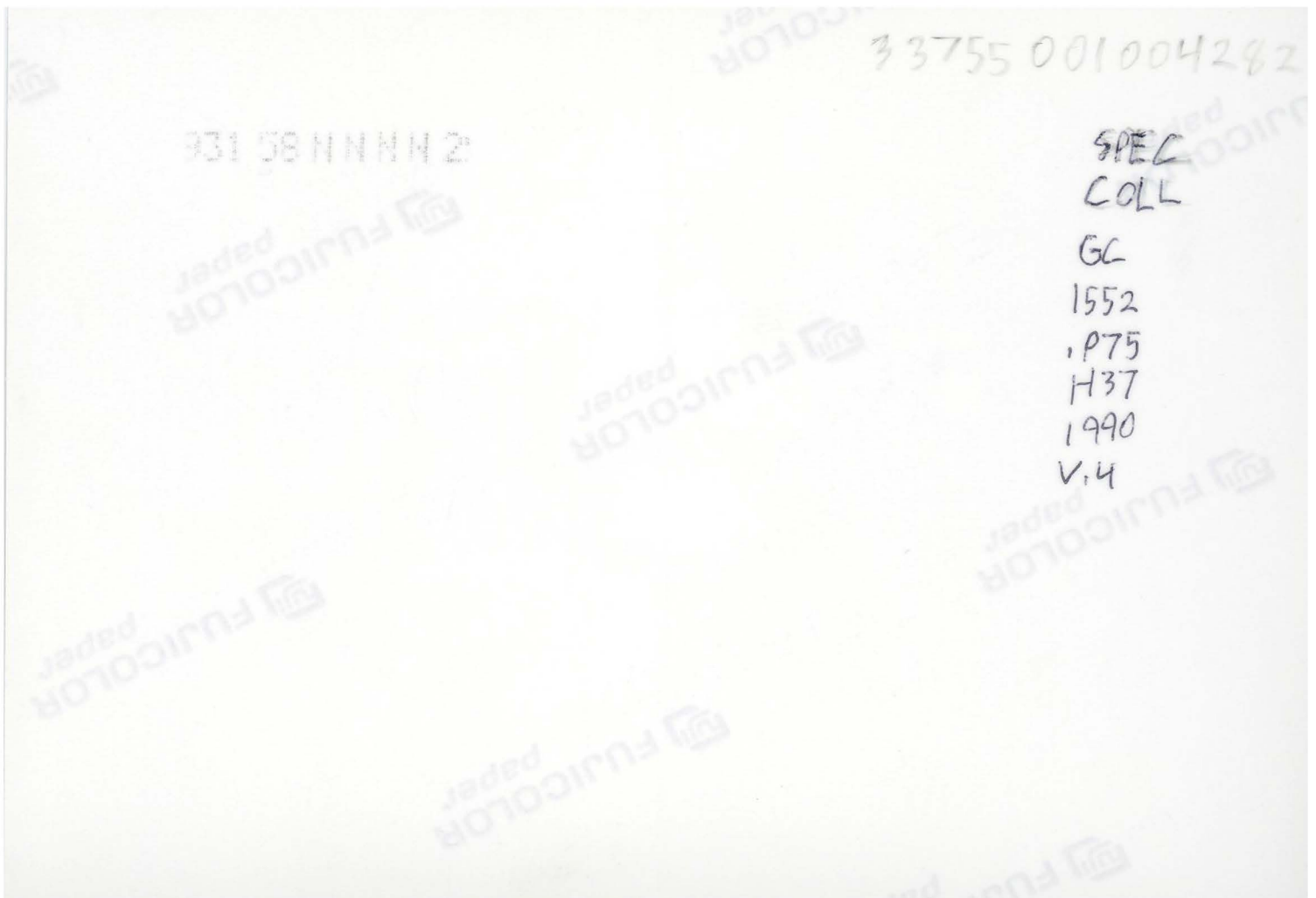
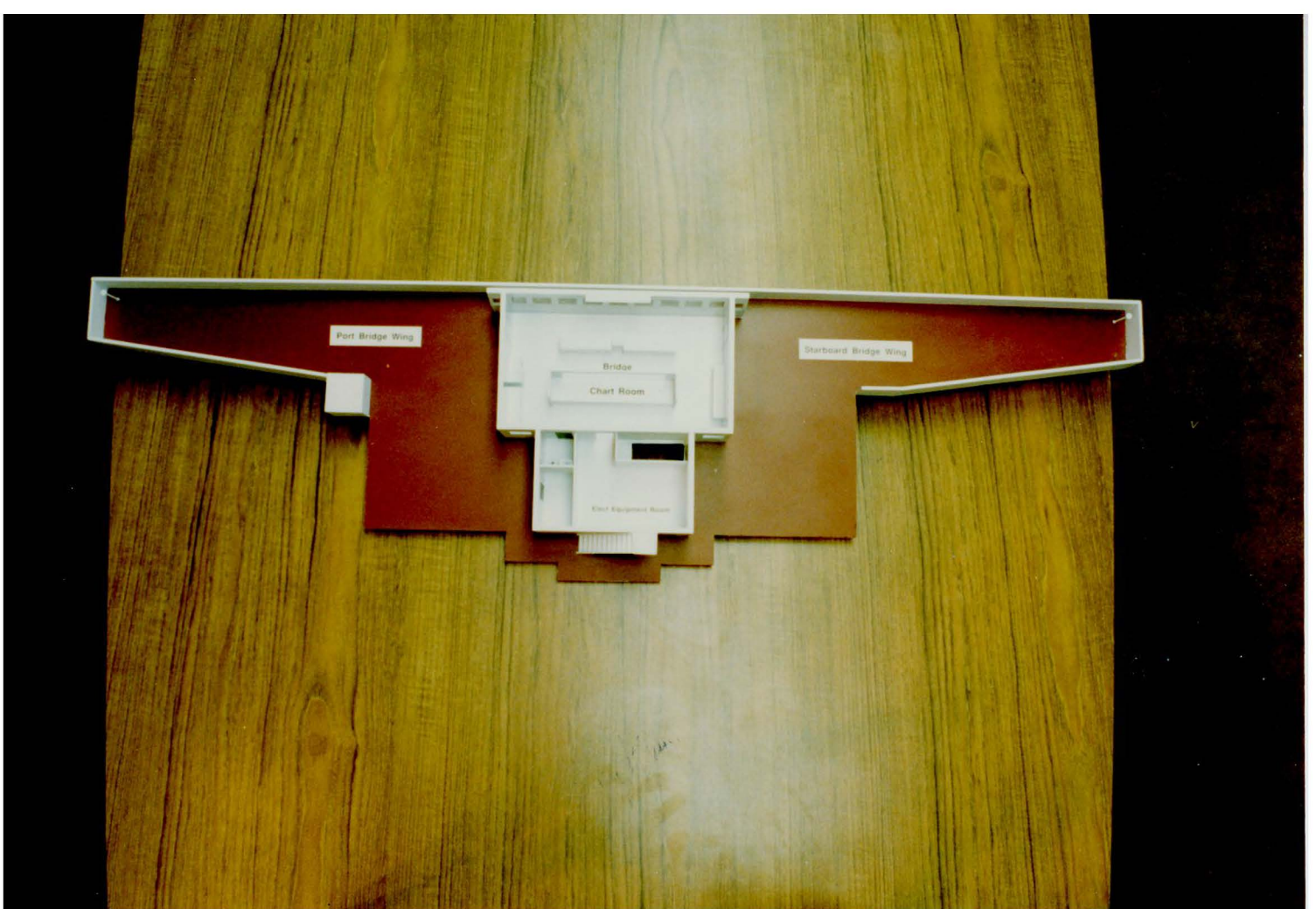
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Exh. #80



Harry

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Image Centers
The quality image
in photofinishing

```

LC CONTROL LOCATION
*****
51B 51B A, 09, 20:06
BC STOP -1RPM
0
Stop 12:20
51B 51B A, 09, 20:00
BC STOP -7RPM
0
51B 51B A, 09, 19:49
BC STOP +26RPM
51B 51B A, 09, 19:48
BC D, SL FWD +23RPM
0
51B 51B A, 09, 19:35
BC D, SL FWD +31RPM
51B 51B A, 09, 19:30
BC SLOW FWD +33RPM
0
51B 51B A, 09, 19:18
BC SLOW FWD +40RPM
51B 51B A, 09, 19:15
BC HALF FWD +42RPM
0
51B 51B A, 09, 19:06
BC HALF FWD +43RPM
0
Grounding
51B 51B A, 09, 18:54
BC HALF FWD +64RPM
51B 51B A, 09, 09:00
BC FULL FWD +61RPM
0
Midnight
51B 51B A, 09, 24:24
BC FULL FWD +56RPM
0
Load Program Up
51B 51B A, 08, 24:09
BC FULL FWD +51RPM
0
51B 51B A, 08, 24:00
BC FULL FWD +31RPM
0
51B 51B A, 08, 15:39
BC SLOW FWD +31RPM
0
51B 51B A, 08, 15:27
BC SLOW FWD +36RPM
0
51B 51B A, 08, 15:19
BC SLOW FWD +45RPM
0
09 HVR 24 08, 00:00
51B 51B A, 07, 51:21
BC FULL FWD +57RPM
0
51B 51B A, 07, 47:12
BC FULL FWD +52RPM
0
51B 51B A, 07, 47:02
BC FULL FWD +41RPM

*****
09 HVR 25 00, 00:00
09 HVR 24 20, 00:00
09 HVR 24 16, 00:00
09 HVR 24 12, 00:00
51B 51B A, 10, 41:09
BC STOP -1RPM
0
Stop 1:41
51B 51B A, 10, 41:03
BC STOP +7RPM
0
51B 51B A, 10, 40:53
BC STOP +23RPM
51B 51B A, 10, 40:43
BC D, SL FWD +34RPM
51B 51B A, 10, 40:39
BC SLOW FWD +42RPM
0
51B 51B A, 10, 40:30
BC SLOW FWD +56RPM
51B 51B A, 09, 58:12
BC FULL FWD +55RPM
0
51B 51B A, 09, 56:30
BC FULL FWD +50RPM
0
51B 51B A, 09, 56:12
BC FULL FWD +42RPM
51B 51B A, 09, 48:48
BC HALF FWD +41RPM
0
51B 51B A, 09, 48:25
BC HALF FWD +32RPM
51B 51B A, 09, 40:24
BC SLOW FWD +31RPM
0
51B 51B A, 09, 40:13
BC SLOW FWD +25RPM
51B 51B A, 09, 36:27
BC D, SL FWD +24RPM
0
51B 51B A, 09, 36:18
BC D, SL FWD +32RPM
0
51B 51B A, 09, 36:12
BC D, SL FWD +23RPM
0
51B 51B A, 09, 35:57
BC D, SL FWD +0RPM
Restart Engine 12:38
STATUS:
09 HVR 24 09, 29:30
51B 51B A,
BC STOP +0RPM

```

#89

Bell Logger Blow-up

Exhibit #
17

MANEUVERING CHARACTERISTICS EXXON VALDEZ

-11/78 AFTER RUDDER MODIFICATION.

SHIP PARTICULARS	
DISP	541,000 FT
LENGTH	160.00 FT
BEAM	49.00 FT
DEPT. DRAFT	65.47 FT
DEPTH	211.400 L.TONS

ENGINE ORDER	TIME AND DISTANCE TO CRASH STOP			
	FULL LOAD		BALLAST	
	TIME	DISTANCE	TIME	DISTANCE
FULL SEA SPEED	10.0	1.65	7.4	1.49
FULL AHEAD	6.2	0.78	4.9	0.68
HALF AHEAD	5.3	0.56	3.6	0.21
SLOW AHEAD	4.9	0.42	2.7	0.10

ENGINE ORDER/R.P.M./SPEED			
ENGINE ORDER	R.P.M.	SPEED (KNOTS)	
		FULL LOAD	BALLAST
FULL SEA SPEED	87.8	15.96	17.8
FULL AHEAD	55	10.8	12.5
HALF AHEAD	40	7.9	9.5
SLOW AHEAD	32	6.3	7.7

CONDITION	SHIP SPEED
LOAD	12.4 KNOTS
AST	12.4 KNOTS

- IF ANY OF THE FOLLOWING CONDITIONS, UPON WHICH THE MANEUVERING INFORMATION IS BASED, ARE VIOLATED:
1. CALM WEATHER, WINDS 15 KNOTS OR LESS, CALM SEA
 2. NO CURRENT
 3. WATER DEPTH TWICE THE SHIP'S DRAFT OR GREATER
 4. CLEAN HULL
 5. INTERMEDIATE DRAFTS OR UNUSUAL TRIM

HEAD SLOW ASTERN	NA
SLOW ASTERN	NA
HALF ASTERN	NA
FULL ASTERN	NA

MAXIMUM AVAILABLE RUDDER ANGLE	
RIGHT OR STARBOARD	35 DEGREES
LEFT OR PORT	35 DEGREES

DEEP WATER TURNING CIRCLE DIAGRAMS



NOTE: 1. ADVANCE, TRANSFER AND DIAMETER ARE MEASURED FROM THE POINT OF INITIAL TURN. 2. TIME AND DISTANCE TO STOP ARE MEASURED FROM THE POINT OF INITIAL TURN. 3. ADVANCE, TRANSFER AND DIAMETER ARE MEASURED FROM THE POINT OF INITIAL TURN. 4. IF ACTUAL OPERATION THE SHIP DOES NOT STOP ALONG A STRAIGHT PATH, ADVANCE, TRANSFER AND DIAMETER ARE MEASURED AS SHOWN.

NOTE: THIS FORM IS DESIGNED TO COMPLY WITH TITLE 33, PART 161, UNITED STATES CODE OF FEDERAL REGULATIONS AND 800 RESOLUTION AND.

EXHIBIT- #19⁸
 Photo of EXXON VALDEZ CHART

EXHIBIT
 #18



Exhibit # 21

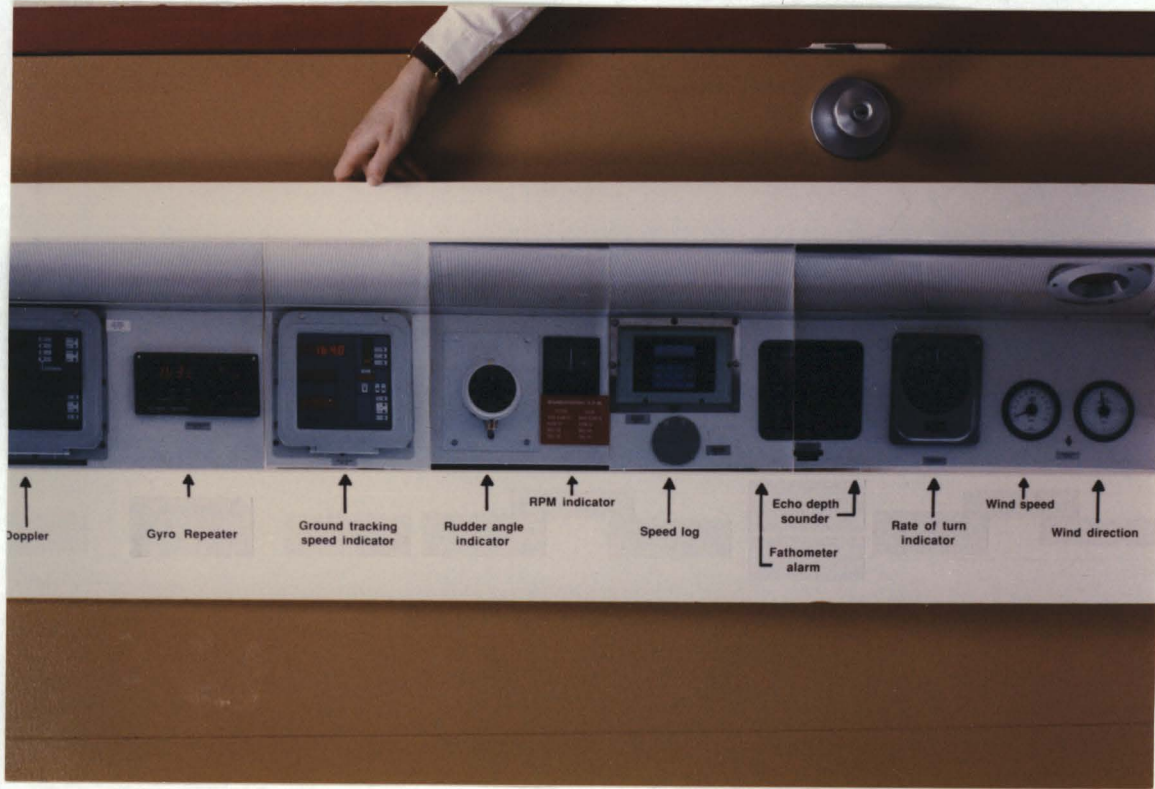


Exhibit 27

Fiddle Board chart

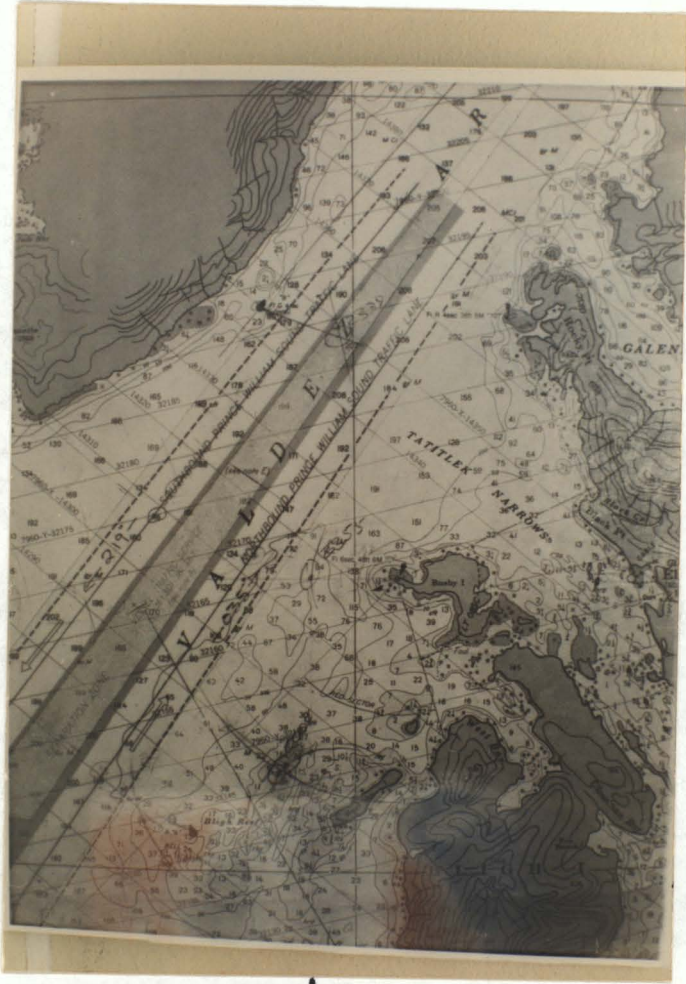


Exhibit # 291

#29

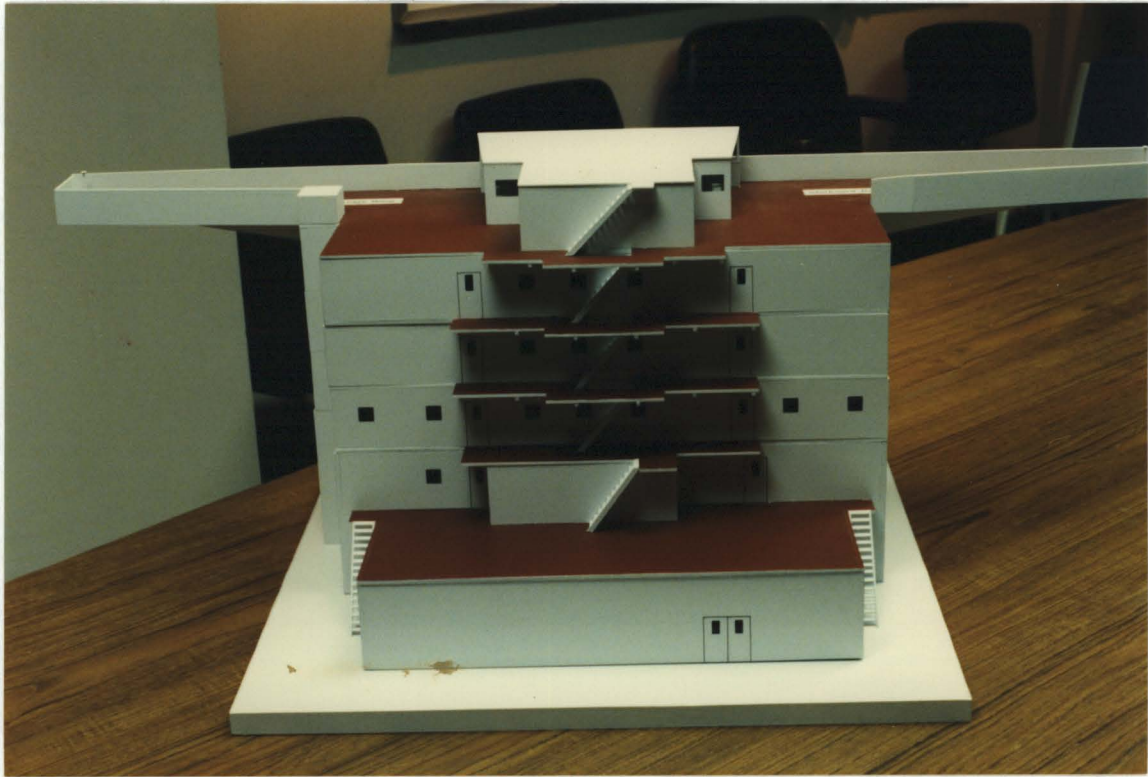


Exhibit #80

Model of the Ship's Bridge

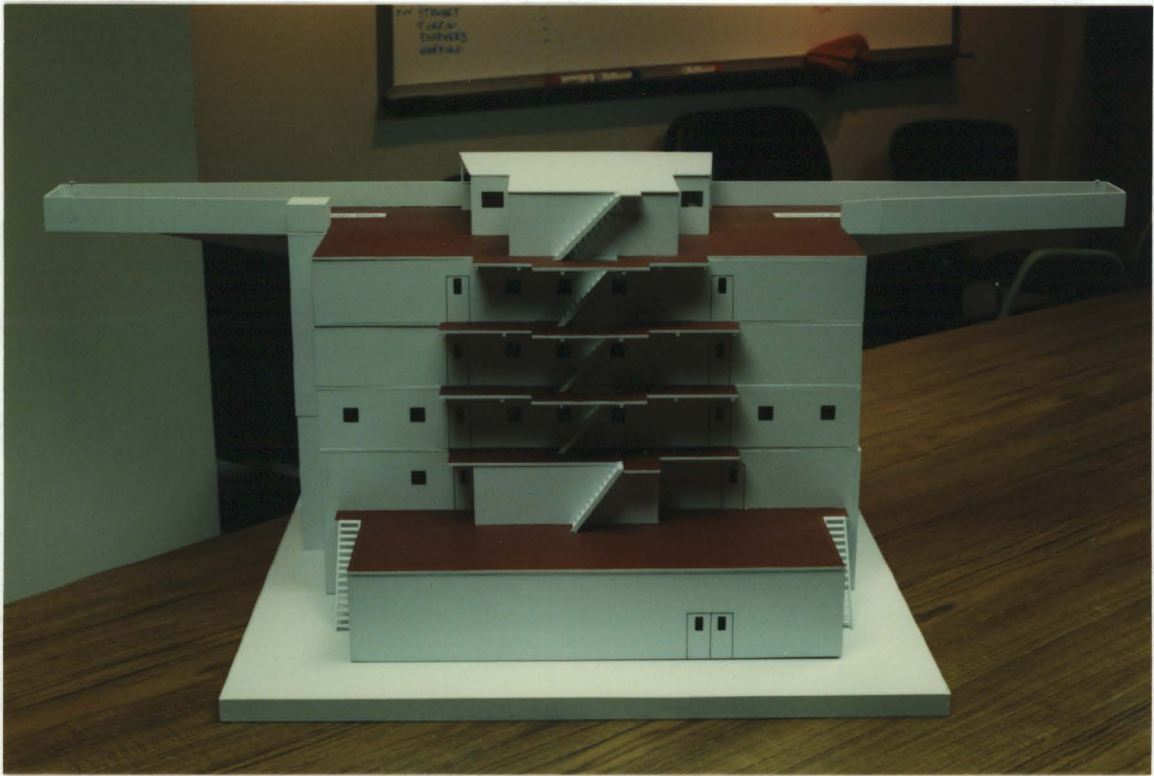


EXHIBIT # 80
MODEL of SHIPS BRIDGE

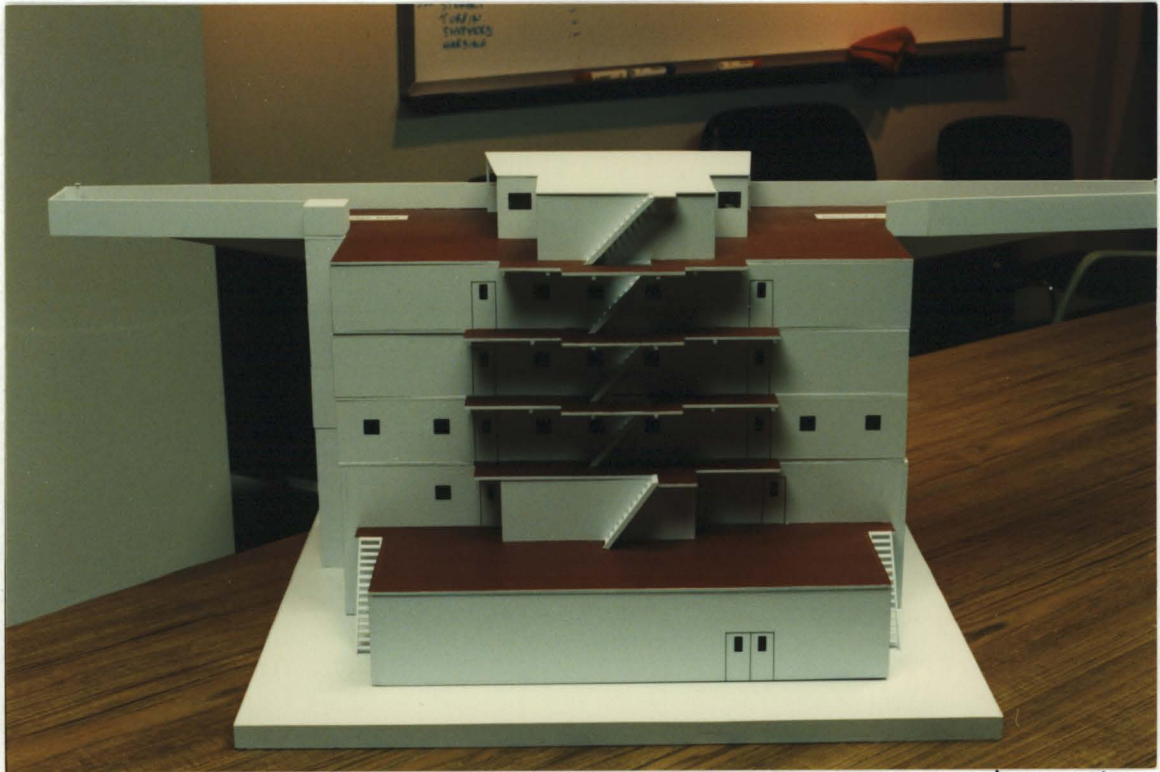


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Model of Ships Bridge

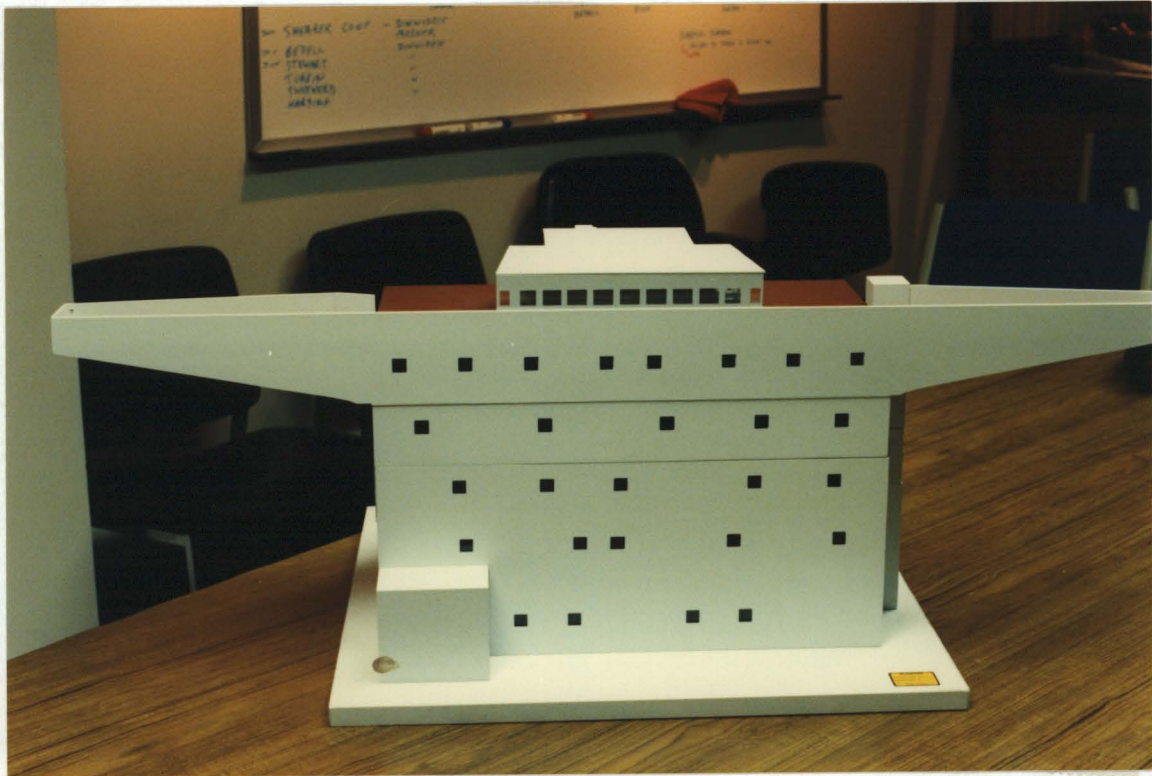


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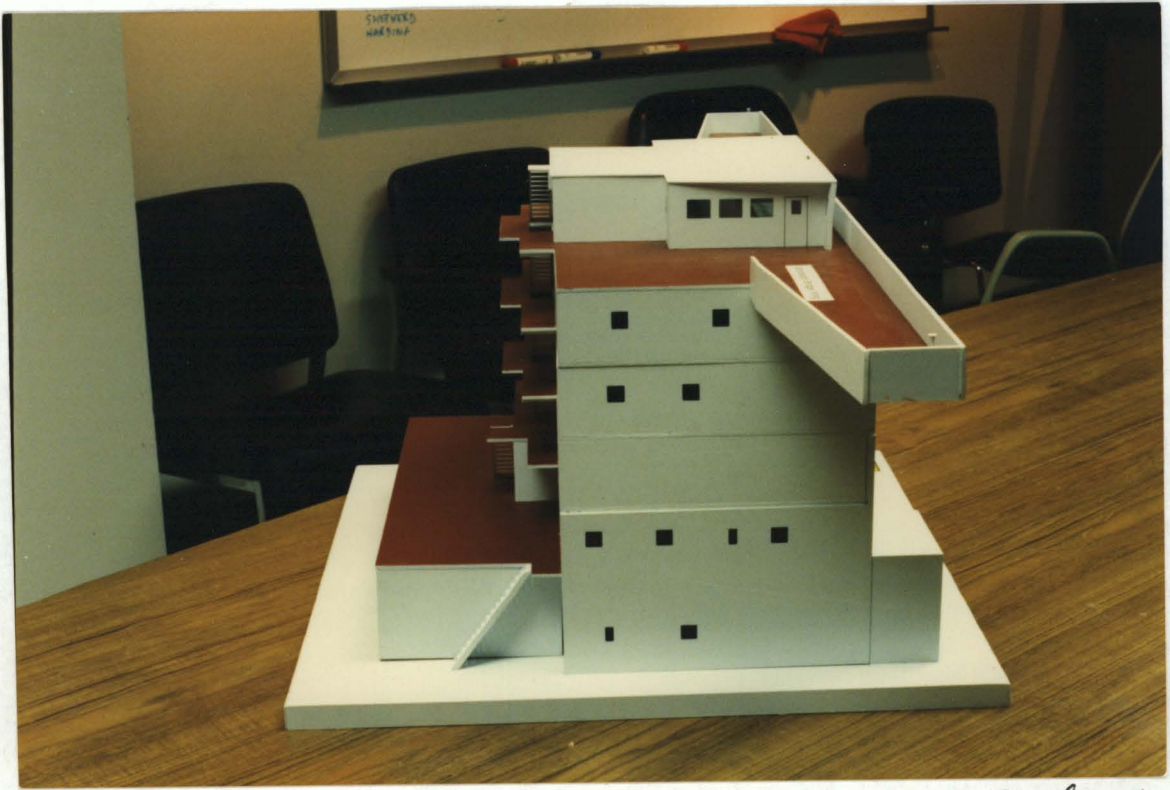


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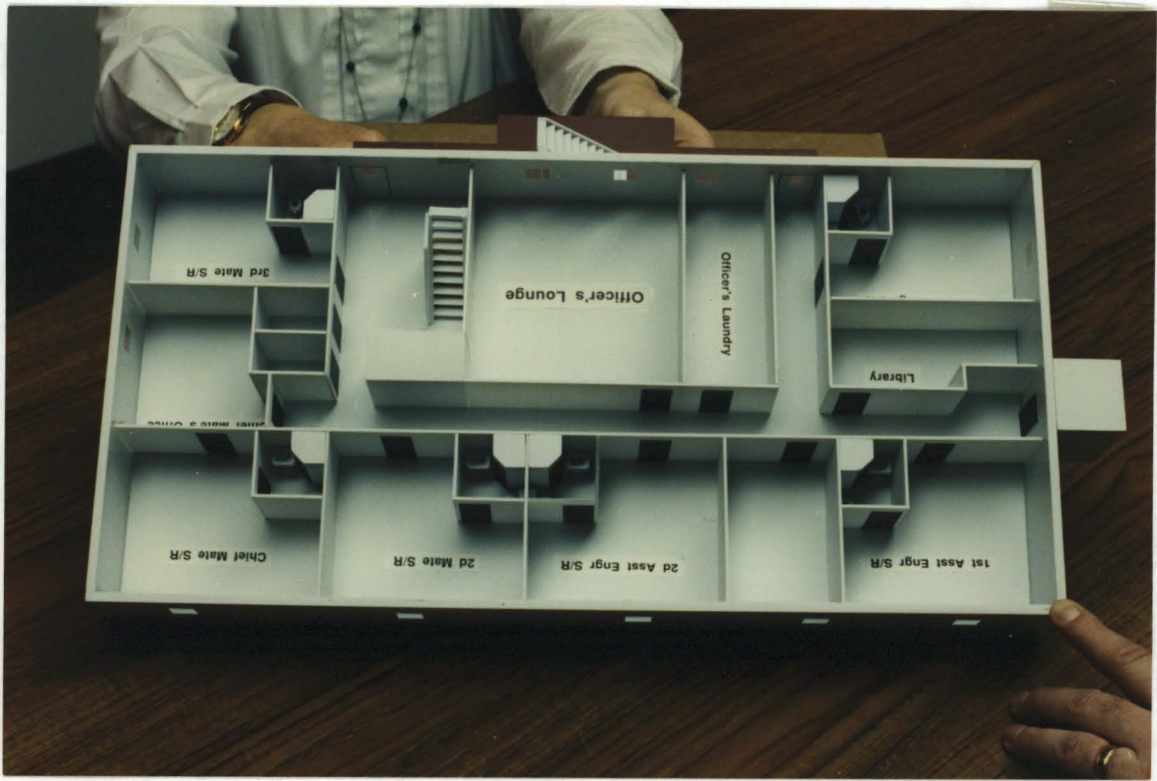


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Model of Ship's Bridge

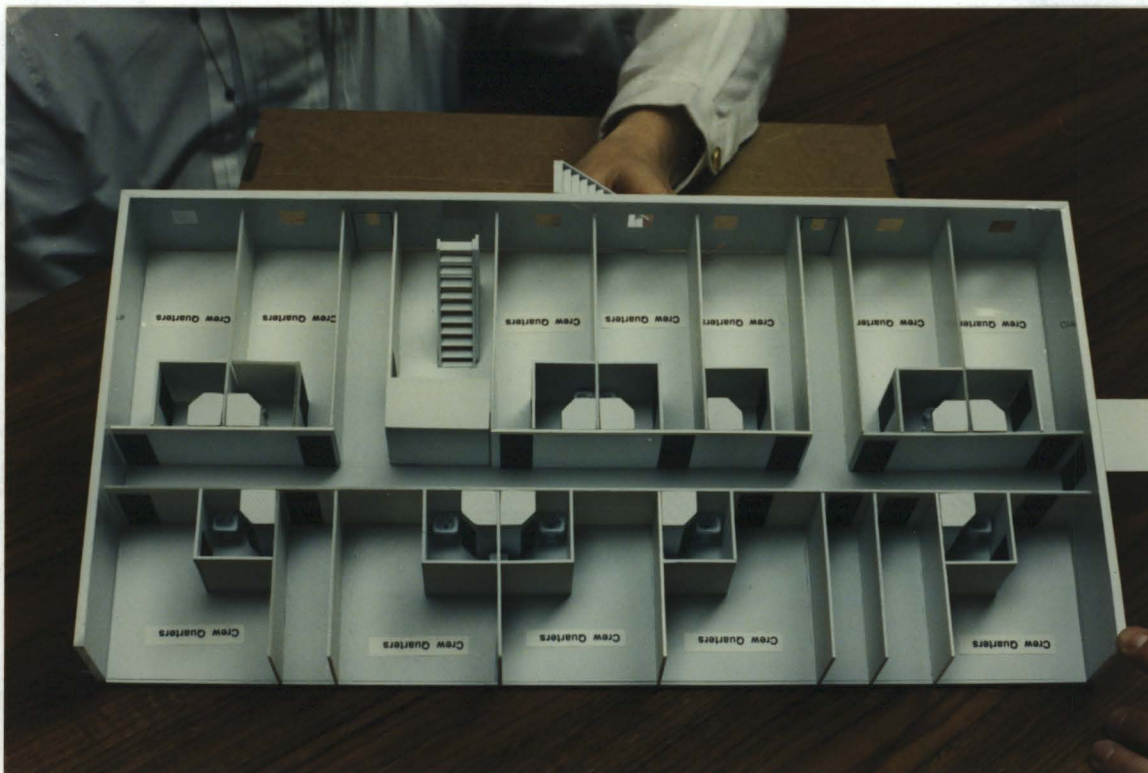


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Model of Ships Bridge

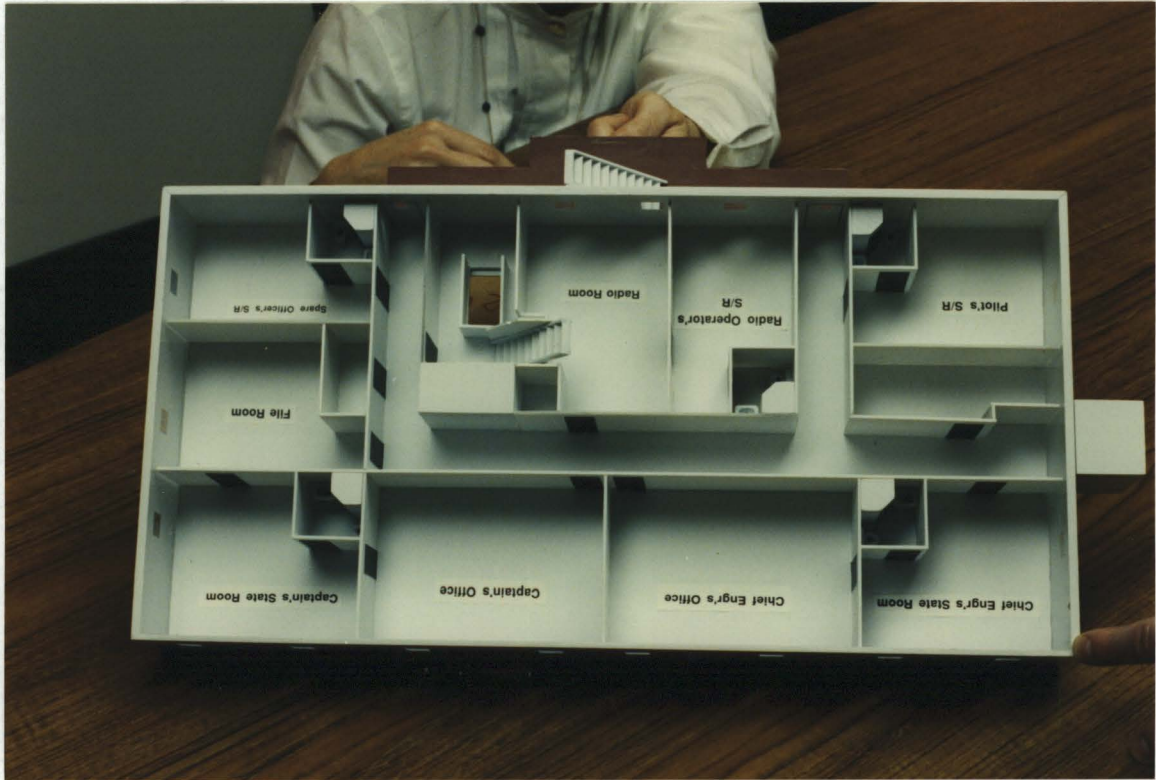


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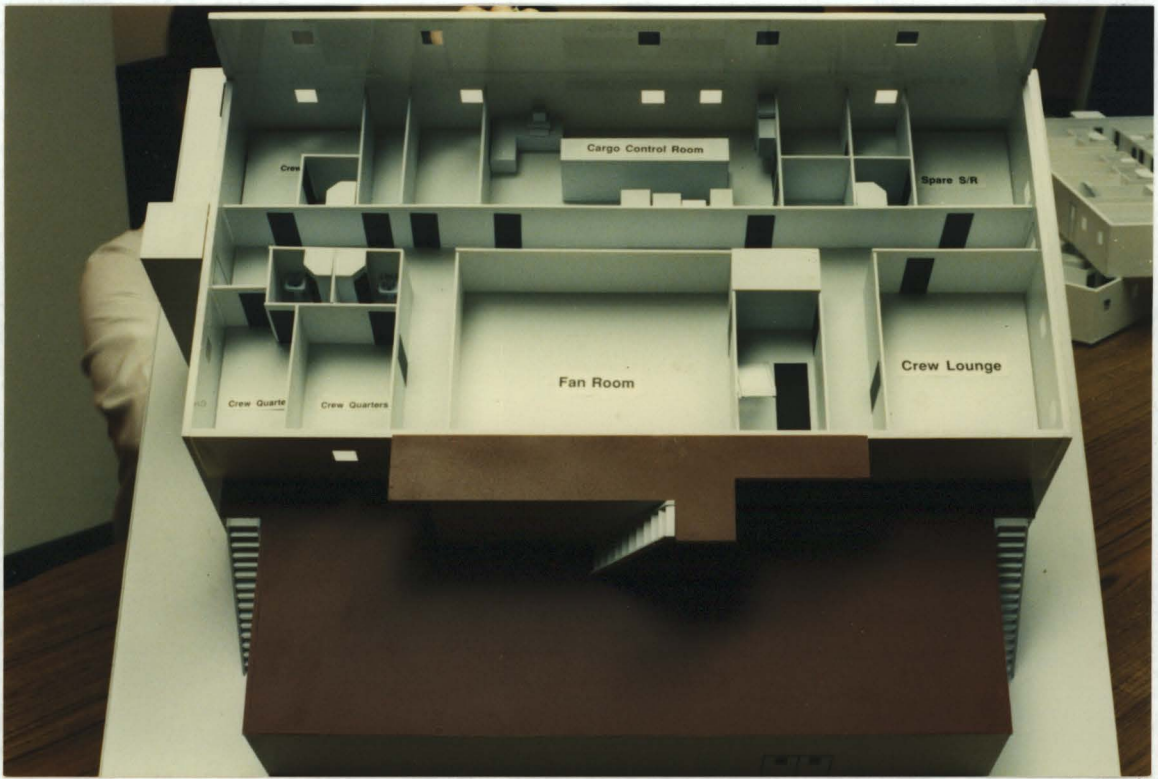


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Model of Ship's Bridge

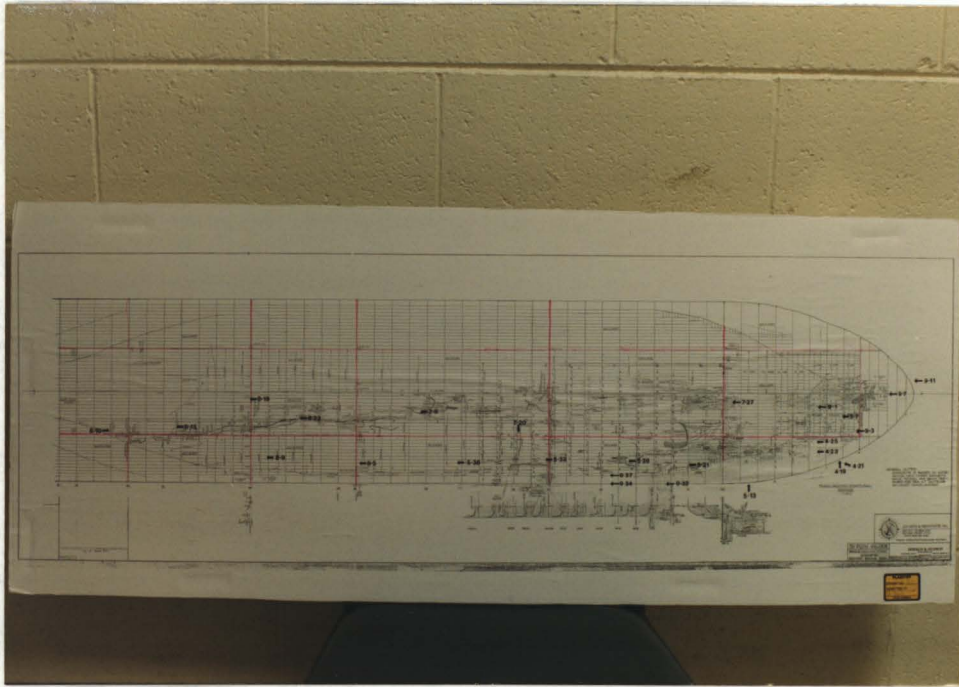
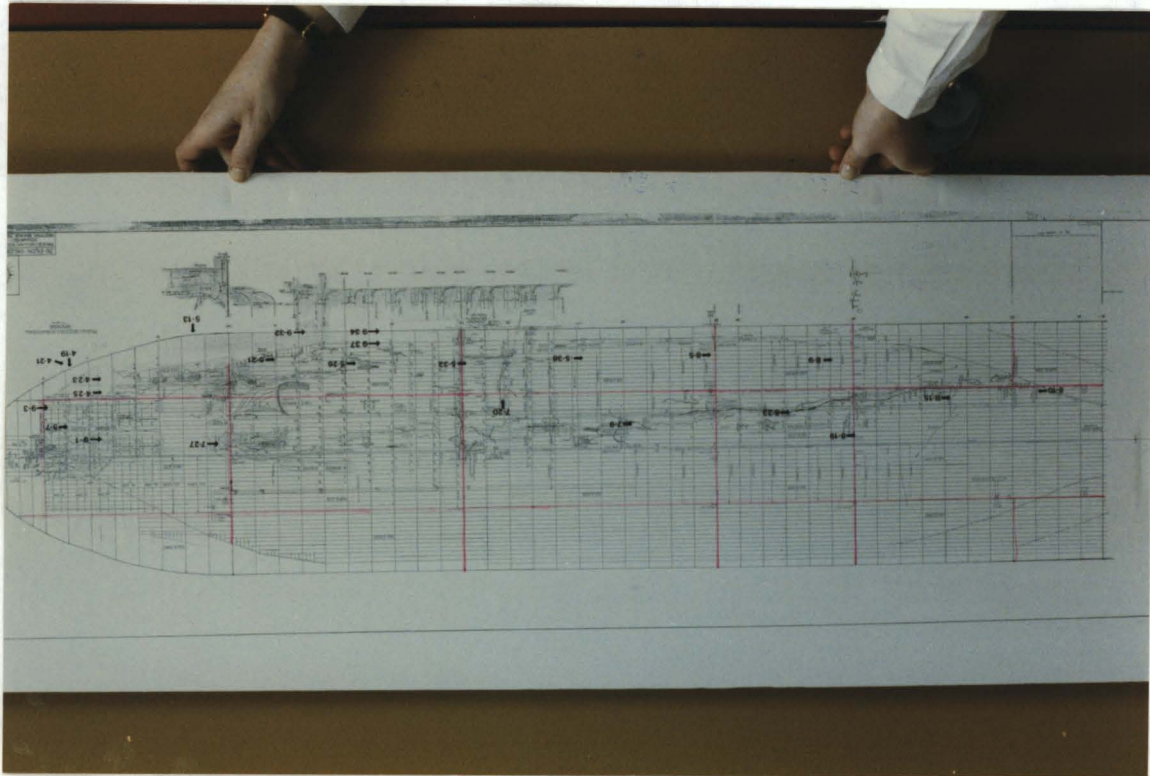


Exhibit #103



DAMAGE DIAGRAM BY MICK LITZ & ASSOC.

Exhibit
#103

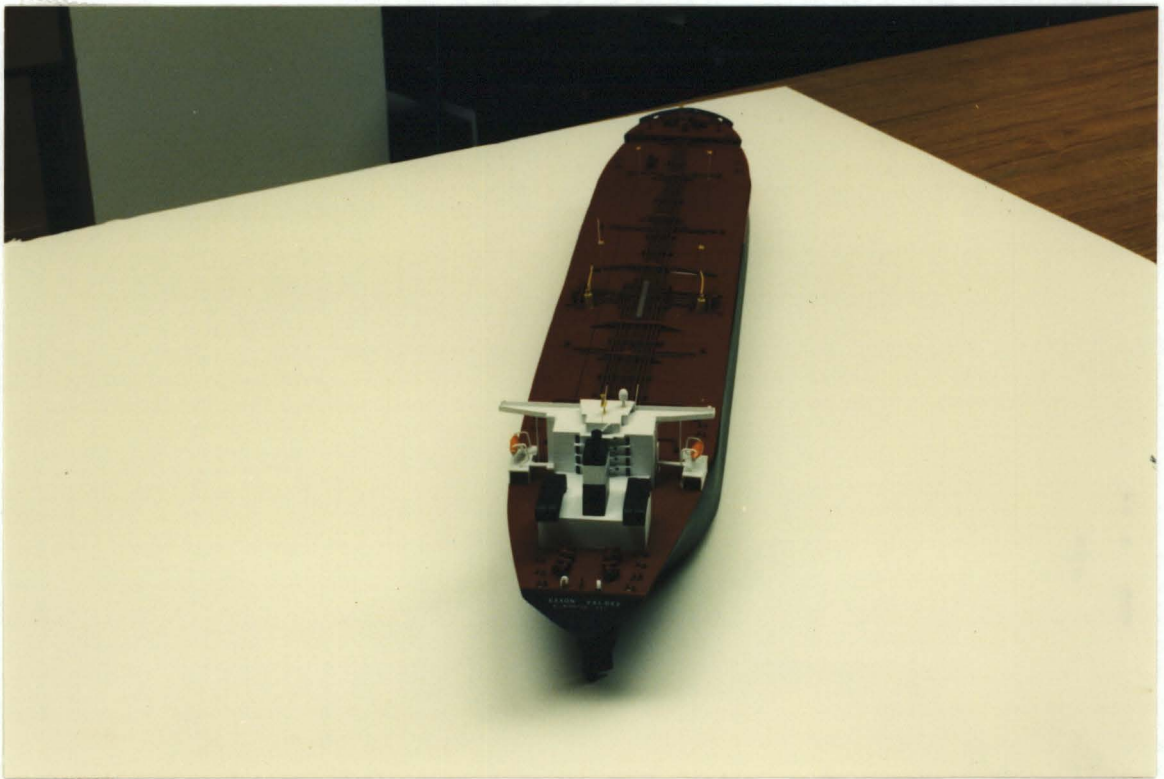


Exhibit # 154

Model of the Exxon Valdez

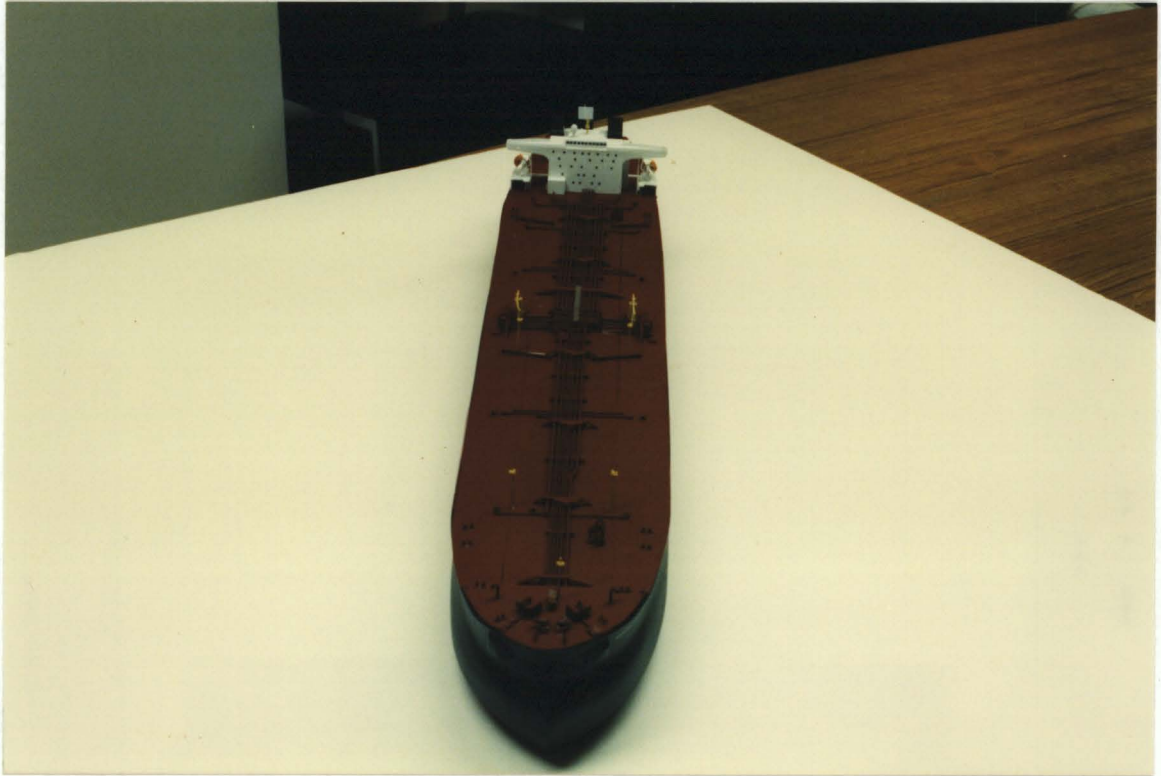


Exhibit #154

Model of the Exxon Valdez

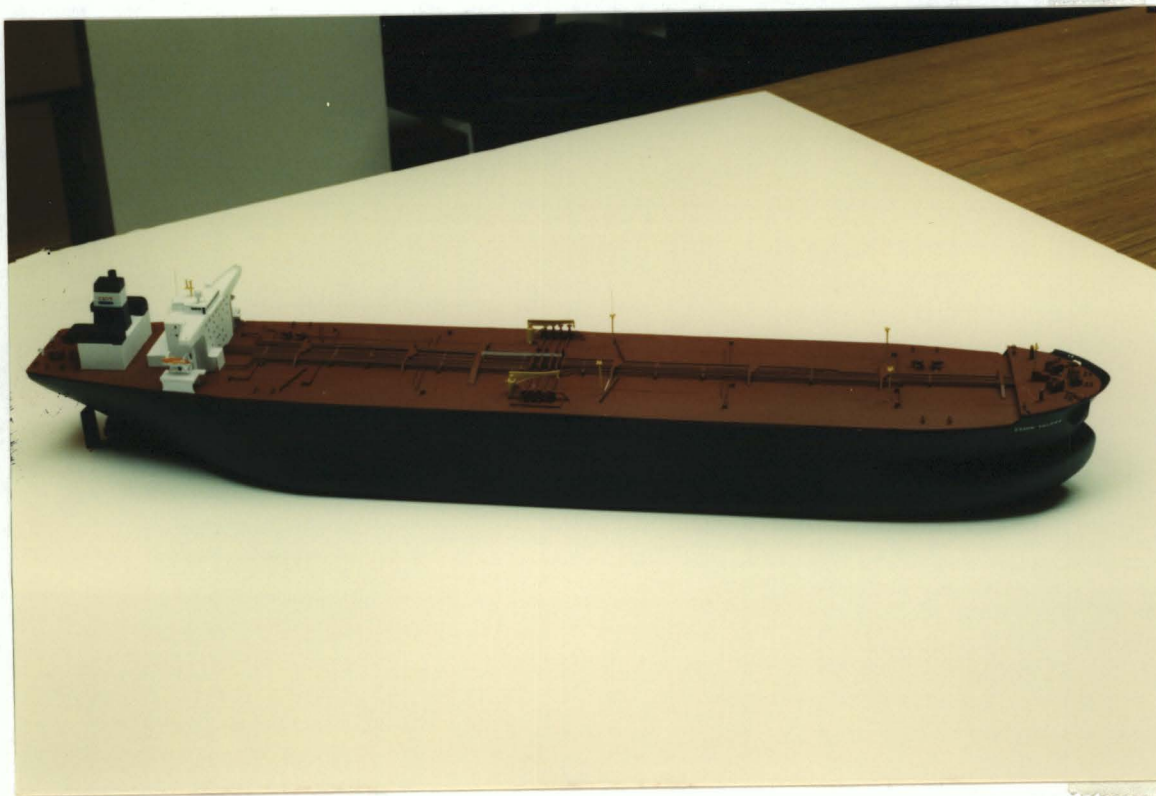
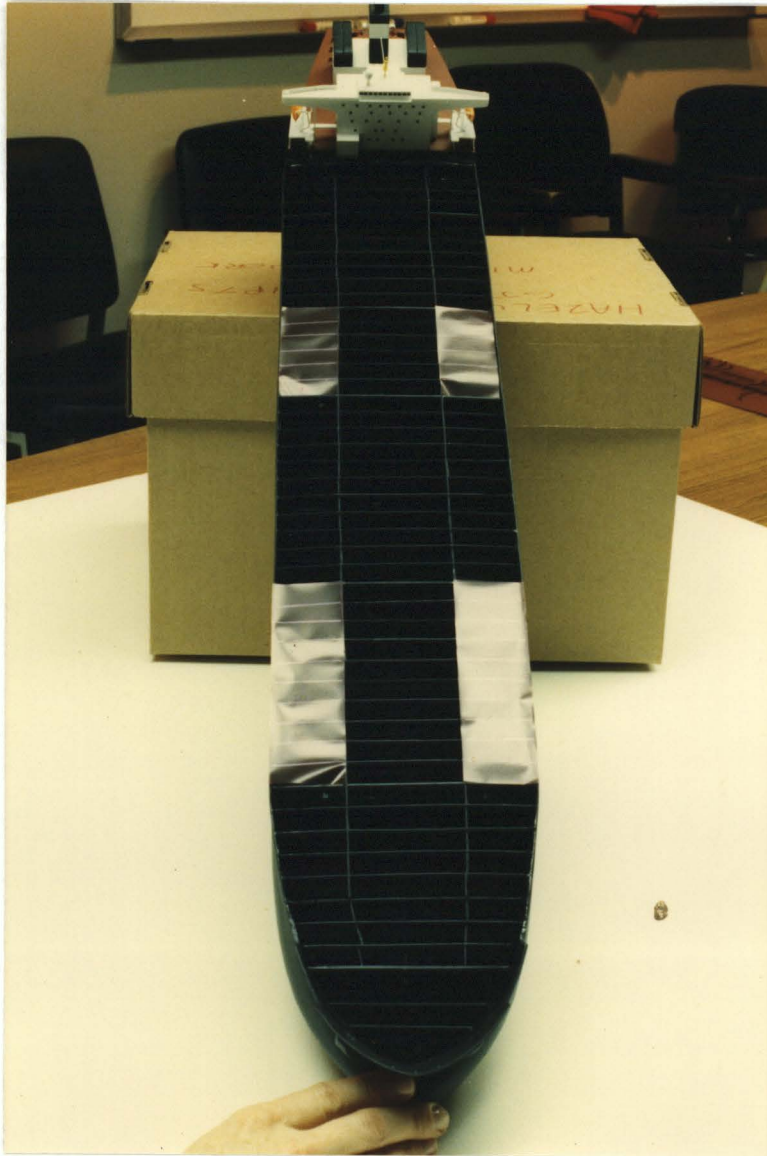


Exhibit #154

Model of the Exxon Valdez



EXH.#154

EXXON VALDEZ MODEL

EXXON VALDEZ GROUNDED ON REEF

PREDICTED OIL LOSS AND LOSS RATE VERSUS TIME

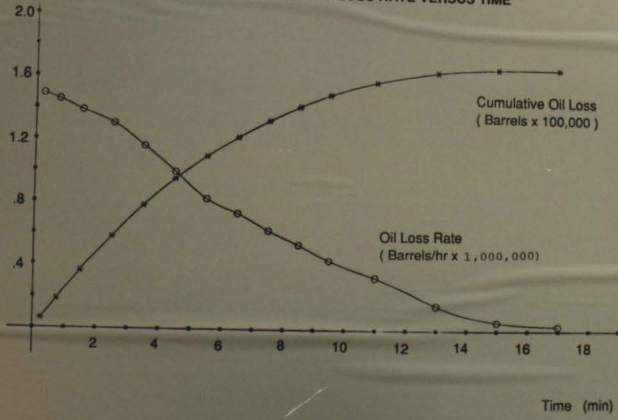


Exhibit # 166

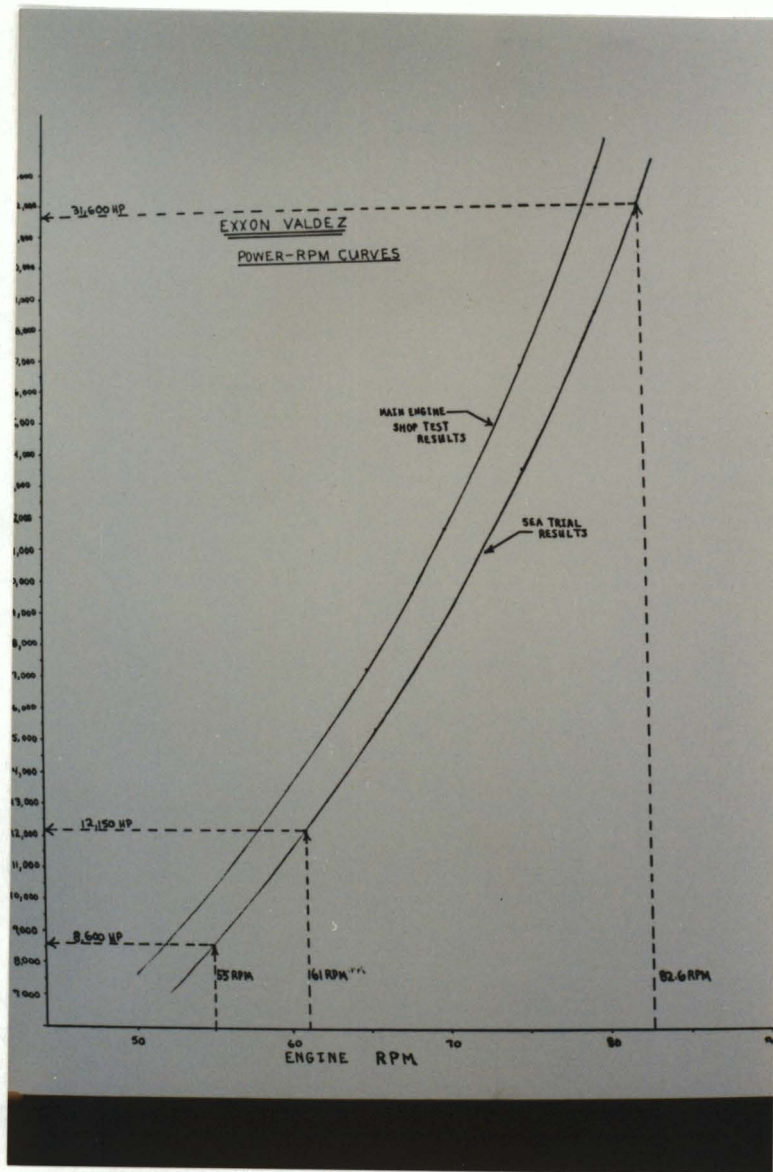


Exhibit # BA

DEF Exhibit

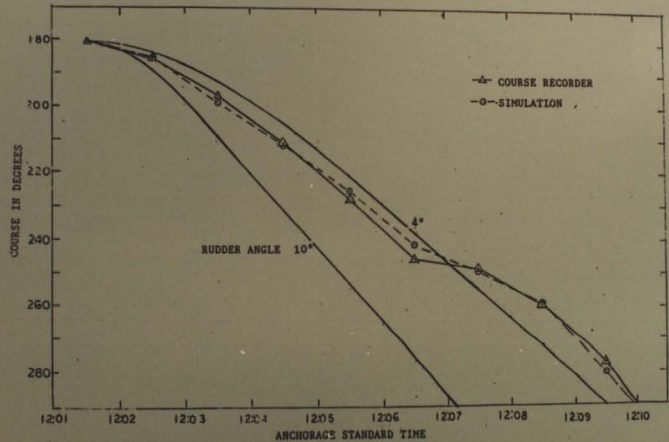
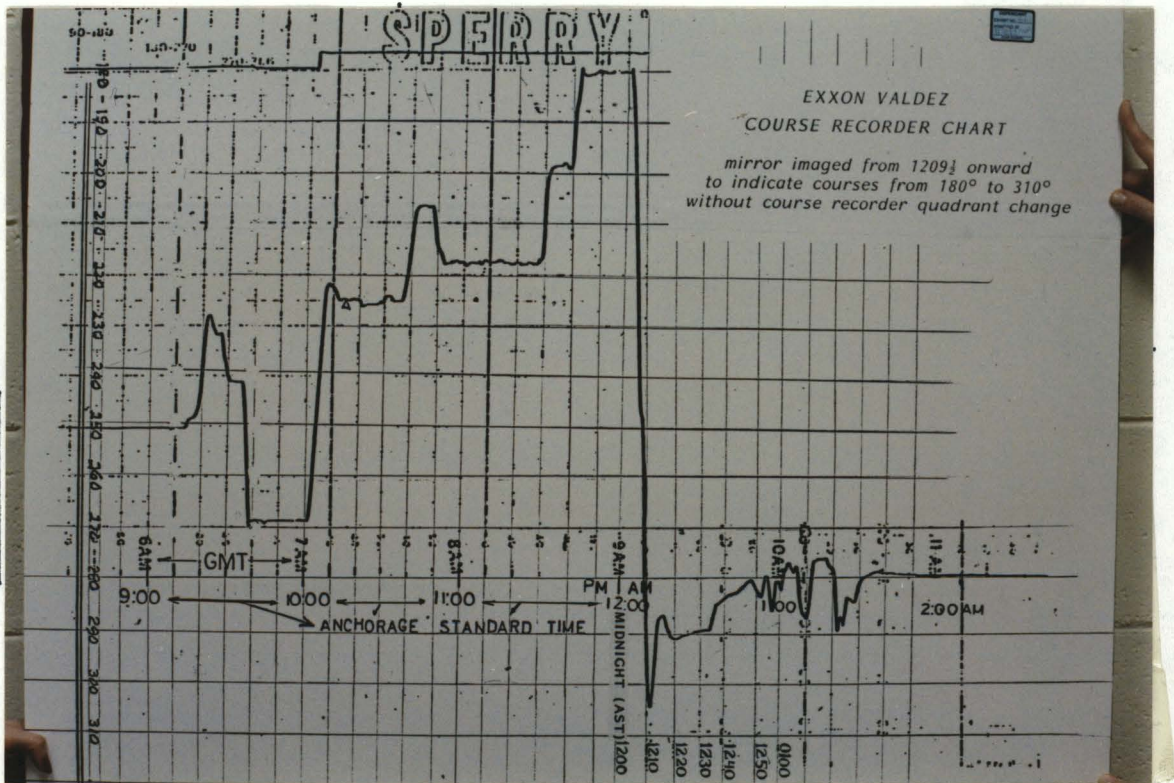


FIGURE 6 COURSE VS TIME

Exhibit #BE



EXXON VALDEZ COURSE RECORDER CHART

DEF EXH. #1BT

1000
 1000
 Library
 1000