

P R O C E E D I N G S

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. WOODY: Okay.

MR. LONG: -- what happened, he was, my best estimate of the yards was about 100, about 100 yards off the tip of the north jetty.

UNIDENTIFIED SPEAKER: One hundred yards north.

MR. LONG: Northwest.

UNIDENTIFIED SPEAKER: Northwest.

MR. LONG: Northwest. And I drew this as a wave, and that as a wave --

This wave here is the one that broke and hit him along the port side of his vessel.

UNIDENTIFIED SPEAKER: Your eyes were actually on the boat --

MR. LONG: I was watching, I don't know if you have been out the tower, but we have got the big eyes. I was, any time a boat crossed the bar, especially in rough weather, I follow the boat out with the big eyes, just in case something like this happens or just so someone falls overboard or you know the people aren't used to the, you know, whatever.

UNIDENTIFIED SPEAKER: Did you note the time, did you look at your watch?

1 MR. LONG: It was approximately, I would say
2 around 7:10, 7:15 when it happened. Usually what I
3 do is I make sure that they are safely across, then
4 I look at the clock and I log the time that they
5 went out.

6 UNIDENTIFIED SPEAKER: Okay. So you are
7 logging, the time we are going to see in that log is
8 the actual time it has cleared the bar or started to
9 head out or --

10 MR. LONG: It was the time that, on a calm
11 day, I will log it the minute they pass the tips.

12 UNIDENTIFIED SPEAKER: Okay. On a calm day.

13 MR. LONG: On a calm day. But, on a day
14 like this one, it is kind of rough, because a lot of
15 times they will go up to the tips, they will come
16 back and they will just do a circle, and finally
17 they will get to a point and they say, hey, it is
18 not worth it and they turn back. So, I wait until
19 they have cleared the bar and they are safely out
20 and they are on their way.

21 UNIDENTIFIED SPEAKER: Okay.

22 MR. LONG: That way, you know, I can log the
23 time that they were safely across.

24 UNIDENTIFIED SPEAKER: Can you just kind of
25 walk through from the Norwester, you watched that go

1 out right?

2 MR. LONG: No, I didn't.

3 UNIDENTIFIED SPEAKER: You didn't.

4 MR. LONG: I watched the Oakland Pilot go
5 out.

6 UNIDENTIFIED SPEAKER: Okay. And would you
7 say your perspective was he was closer to the break
8 water?

9 MR. LONG: The Oakland Pilot?

10 UNIDENTIFIED SPEAKER: Yes.

11 MR. LONG: Compared relative to where he
12 was?

13 UNIDENTIFIED SPEAKER: Right.

14 MR. LONG: The Oakland Pilot would right
15 about there.

16 UNIDENTIFIED SPEAKER: So he took the turn
17 further out.

18 MR. LONG: Yes. His, I was walking up the
19 tower steps when the Oakland Pilot was making his
20 run, and they were all sitting, the three of them
21 were sitting up here, and the Oakland Pilot made his
22 run and it was something similar to this.

23 UNIDENTIFIED SPEAKER: Okay. Normally, how
24 many times have you seen this type of, on these type
25 of weather conditions, boats going out, a lot or --

1 MR. LONG: You mean, just the, the rough
2 bar?

3 UNIDENTIFIED SPEAKER: Right, the rough --

4 MR. LONG: I have spent basically the past
5 nine months looking at it.

6 UNIDENTIFIED SPEAKER: Okay. So normally by
7 the time they decide they are going and the time
8 they are over the breakers, how much time usually
9 elapses?

10 MR. LONG: It depends how, how rough the bar
11 is, because say we have got, we had like an eight
12 foot high tide and it is going down to like, you
13 know, a 1.1, you know, a negative 1.1 low tide.
14 That is, you know, nine feet of water that is coming
15 out of the whole bay. And sometimes that will just
16 create a lot of ebb chop in that area and sometimes
17 that chop will have sloppy breaks. And sometimes
18 you will see areas here, and between the tips are
19 really rough, but once you get outside, it is really
20 calm. When the boat is channeling the bar, I would
21 say watching the Oakland Pilot, once he got free and
22 clear, I would say maybe anywhere 30, 45 seconds to
23 a minute, maybe. It just depends on, you know, the
24 sets of waves that are coming in. If they come in
25 at the tail end of a set, and there is a lull

1 between two series, they come in, if they are going
2 out on a tail end of a set, you know, they will be
3 able to make it out there a little bit quicker,
4 because there won't be, you know, playing with the
5 throttles, being a throttle jockey, trying to, you
6 know, throttle the boat into the waves.

7 UNIDENTIFIED SPEAKER: Well, since you
8 watched this for awhile, you must now have an idea
9 of the way they come in sets, when the Taki Too
10 left, did you go, he is going too early? Did you
11 have a gasp --

12 MR. LONG: Yes.

13 UNIDENTIFIED SPEAKER: You thought he was --

14 MR. LONG: I thought, I couldn't believe
15 that he was making his run.

16 UNIDENTIFIED SPEAKER: And what did you see,
17 sets were still rolling in, so --

18 MR. LONG: It was, if our boats were out
19 there and we were transiting the bar at that time, I
20 guarantee we probably would have waited.

21 UNIDENTIFIED SPEAKER: Okay. And how much,
22 we heard the, it was the Oakland Pilot was just
23 clearing up here, when he decided to go, the Taki
24 Too, does that sound about right to you?

25 MR. WOODY: Norwester, Oakland Pilot, and

1 then there was D&D in there somewhere.

2 UNIDENTIFIED SPEAKER: D&D, I am sorry.

3 MR. LONG: The D&D.

4 UNIDENTIFIED SPEAKER: The D&D.

5 MR. LONG: The D&D had made it clear. I had
6 watched him go out, and I brought the big eyes back
7 down to the Taki Too right as he was making his run.

8 UNIDENTIFIED SPEAKER: Okay.

9 UNIDENTIFIED SPEAKER: Just to back up, what
10 is your first name?

11 MR. LONG: Scott.

12 UNIDENTIFIED SPEAKER: Scott. S-C-O-T-T.

13 MR. LONG: Yes.

14 UNIDENTIFIED SPEAKER: And your age?

15 MR. LONG: Twenty one.

16 UNIDENTIFIED SPEAKER: Years in the Coast
17 Guard?

18 MR. LONG: One year.

19 UNIDENTIFIED SPEAKER: One year and nine
20 months have been here.

21 MR. LONG: Yes.

22 MR. WOODY: How many times have you been
23 over the bar on the 47?

24 MR. LONG: I can't tell you how many times.

25 MR. WOODY: Quite a few.

1 MR. LONG: Quite a few, yes.

2 MR. WOODY: Okay.

3 UNIDENTIFIED SPEAKER: You know the bar
4 pretty good?

5 MR. LONG: I have been out there several, I
6 mean, I grew up in California, I have always been
7 around the ocean, I have surfed. And so I have got
8 a pretty good estimate on waves. I can, you kind of
9 get the feel just to the shape of the wave. If it
10 is, you know, we have a lot of steep swells that
11 come in and we have a rolling swell. So, I feel
12 pretty comfortable when I say there was a 15 foot
13 break when it took them.

14 UNIDENTIFIED SPEAKER: Okay. So, now you
15 tower guys, you are not strictly tower guys, you are
16 off in the boats, so you are rotating around that
17 watch.

18 MR. LONG: Yes. Yes.

19 UNIDENTIFIED SPEAKER: So you are doing it
20 from both ends. You are watching and you are doing
21 it.

22 MR. LONG: Yes.

23 UNIDENTIFIED SPEAKER: Okay. And when the
24 swell came in, could you tell if it broke on the
25 boat --

1 MR. LONG: No.

2 UNIDENTIFIED SPEAKER: It did not break on
3 the boat.

4 MR. LONG: No, it did not.

5 UNIDENTIFIED SPEAKER: Okay. And from the
6 time, could you just give a 1,001, 1,002 estimate on
7 the time --

8 MR. LONG: The time that it broke the boat.
9 It probably, as fast as I can snap my fingers. It
10 happened, just the way it broke, it took the boat.

11 UNIDENTIFIED SPEAKER: And how about from
12 the time it left the break water tip to that moment
13 where the sea hit it?

14 MR. LONG: Thirty, maybe 20 seconds or so.

15 UNIDENTIFIED SPEAKER: Half a minute we will
16 say.

17 MR. LONG: Yeah.

18 UNIDENTIFIED SPEAKER: Half a minute.

19 MR. LONG: Because I noticed when he was,
20 this is the wave that took him here, when he cleared
21 the tip, he was on top of this wave here, and it did
22 not look like he was moving, the boat was moving.

23 UNIDENTIFIED SPEAKER: Could you notice any
24 change in speeds?

25 MR. LONG: It, you can usually tell when a

1 boat is moving, you get the splash back, I didn't
2 see any of that. I don't, I didn't see any smoke.
3 I didn't see any signs of stress. I don't know if
4 the skipper realized it and throttled back. I have
5 no clue.

6 UNIDENTIFIED SPEAKER: Is there any reason,
7 since you have done this quite often, why he was,
8 would stay tight to the, tight turn of the jetty
9 than the other boats? Anything to --

10 MR. LONG: To try and maybe beat the break,
11 to try and beat it because he knew it was, my guess
12 is he probably knew it was pretty decent, it was, it
13 was, I mean the bar was really breaking that day.

14 UNIDENTIFIED SPEAKER: Okay. Was his concern
15 it was going it to break before him or he was going
16 to get caught?

17 MR. LONG: I think he was just trying to
18 beat it so he didn't get caught.

19 UNIDENTIFIED SPEAKER: So, he is going to go
20 around the side of the break versus going forward
21 over top of the break.

22 UNIDENTIFIED SPEAKER: Okay. The boat is
23 here, here is the jetty, the boat is heading this
24 way and you are saying the breakers is coming in
25 like that, he is seeing it come in, do you think he

1 is afraid it is going to come down, maybe earlier,
2 so that is why he is staying in or --

3 MR. LONG: No, I think he, I think he
4 thought he saw a spot where he could make a run.

5 UNIDENTIFIED SPEAKER: Okay. This is kind of
6 where I have got to break in for the legal side of
7 it.

8 UNIDENTIFIED SPEAKER: Okay.

9 UNIDENTIFIED SPEAKER: You have got him
10 speculating for the thought of the master, and he
11 can't address that.

12 UNIDENTIFIED SPEAKER: Okay.

13 (Pause.)

14 MR. WOODY: Can you just make a track line,
15 we have he here where is being hit by the wave, can
16 you show us how he got there? You best guess.

17 MR. LONG: The D&D made his, the D&D had
18 made his run, which was a little bit similar to the
19 Oakland Pilot, a little bit closer to the tip. And
20 then the Taki Too was hanging back over here and
21 from what it looked like from the tower, is he made
22 his run, and just basically paralleled the boat and
23 went like that.

24 MR. WOODY: When you made your curve there,
25 having him go to the right, was that, was that

1 anything to do with a peaking wave, would he have
2 been on top of a wave and lost steering control or
3 would that have been wave induced or --

4 MR. LONG: Right there?

5 MR. WOODY: Yeah, right there, yes. You
6 don't know?

7 MR. LONG: That wouldn't, that wave, it
8 wouldn't do that.

9 MR. WOODY: It would not.

10 MR. LONG: And it didn't do it because he,
11 you can see the boat as it was turning to make its,
12 to make his --

13 UNIDENTIFIED SPEAKER: Would that have been
14 a trough in there between the couple of sets, do you
15 think?

16 MR. LONG: He probably, if I recall he did
17 it, coming down the backside of the wave.

18 UNIDENTIFIED SPEAKER: Okay. And just
19 followed the trough.

20 MR. LONG: Because in this, right in this
21 area in here, it was probably about an eight foot
22 steep swell, and it came in and you can see the
23 bough go up and you just see it slam down into the
24 water.

25 UNIDENTIFIED SPEAKER: In your other

1 testimony, you said there was a part in there where
2 you were not able to see him, from where to where?

3 MR. LONG: Which is right here.

4 UNIDENTIFIED SPEAKER: Just straight in line
5 with the jetty.

6 MR. LONG: Right in there, right, right, you
7 can see the top part of the vessel, and you can,
8 when he was, when the bough is right in this area,
9 you can see the stern and once the stern is in this
10 area, you can see the bough. So, there is a few
11 seconds where you lose visual.

12 UNIDENTIFIED SPEAKER: So --

13 MR. LONG: But, not 100 percent visual. I
14 would say maybe you lose 70 percent visual.

15 UNIDENTIFIED SPEAKER: Okay. As the set, as
16 they were coming in, were they both consistent in
17 height and then the lull, or was this one that hit
18 him, or should say lifted him -- or about the same?

19 MR. LONG: (Inaudible)

20 UNIDENTIFIED SPEAKER: Can you explain to us
21 the purpose of that log, tower log?

22 MR. LONG: The one that you marked the time
23 the vessels exit?

24 UNIDENTIFIED SPEAKER: Yes.

25 MR. LONG: The purpose of that log is for

1 something like this. You have the name of the
2 vessel, the time that it has left, and you have the
3 number of people that are onboard and you have the
4 time they, that they expect to be back to the
5 Tillamook Bay.

6 UNIDENTIFIED SPEAKER: So you physically
7 talk to them and ask them --

8 MR. LONG: The watch stander before I did,
9 Seaman Anderson, he got all that information from
10 them, and he was doing the same thing that I was,
11 waiting until they crossed the bar.

12 UNIDENTIFIED SPEAKER: Now, is this an
13 official log or is this a rough log?

14 MR. LONG: On that part, I don't know. I
15 just, in my training I was told that, you know, this
16 is what you do.

17 UNIDENTIFIED SPEAKER: We don't have a copy
18 of that yet.

19 UNIDENTIFIED SPEAKER: We are in the
20 process of getting that for you.

21 UNIDENTIFIED SPEAKER: Okay.

22 UNIDENTIFIED SPEAKER: When we asked for it,
23 it was the end of the day and everybody had gone
24 home.

25 MR. LONG: So, I can't say yes, I can't say

1 no because I haven't been told anything. I just --

2 UNIDENTIFIED SPEAKER: Do you know at the
3 end of your shift, does somebody review it, do they
4 sign it?

5 MR. LONG: There is, I believe -- has
6 something to do with them. I am not 100 percent,
7 100 percent sure on that. I believe we, we keep
8 them for reference because some of the vessels will
9 go out for three or four days and if something was
10 to happen, we know how many people are onboard.

11 UNIDENTIFIED SPEAKER: Well, they also
12 noticed like you have a vessel scratch through in
13 there, now the official log we don't scratch through
14 logs, and so why would you scratch through the --

15 MR. LONG: I think it was part of the
16 adrenaline that was going on at the time. And it
17 was just my, he had come back across the bar, and I
18 was going to mark that he came in, and I just think
19 with the adrenaline and trying to focus on
20 everything that was going on out there, it was an
21 error on my part.

22 UNIDENTIFIED SPEAKER: When he came back in.

23 MR. LONG: When the vessel came back in,
24 yes.

25 UNIDENTIFIED SPEAKER: Okay. There is a

1 couple of questions for when you actually write in
2 the log when it pass the tower or pass the tips of
3 the jetty? What is the policy?

4 MR. LONG: Basically, I, in the log I write
5 before they come to the tower.

6 UNIDENTIFIED SPEAKER: When you are talking
7 to them.

8 MR. LONG: Correct. Usually on, what we do
9 is we try and get the skipper's attention right when
10 they are in this area here. And with our big eyes,
11 usually, after awhile you recognize the boats. And
12 if not, you can usually see the names right in that
13 area. But, usually we hail them on Channel 16 and
14 then we have them switch to 22. We get the
15 information, how people, their estimated time back.

16 That way once they get up into this area, they can
17 be watching the bar, because if you are trying to
18 get their attention when they are in this area, they
19 could be making their run and you would distract
20 them.

21 UNIDENTIFIED SPEAKER: So, when you are
22 talking to them, you are getting that information,
23 you are putting it on that spot where you would
24 eventually put the time.

25 MR. LONG: Yes.

1 UNIDENTIFIED SPEAKER: When they go.

2 MR. LONG: Yes.

3 UNIDENTIFIED SPEAKER: What if a boat goes
4 out, you got information, it goes out to make an
5 attempted bar crossing, it lulls right out there for
6 an hour or so, and then it decides to leave and go
7 back. How do you note that in your log?

8 MR. LONG: What I normally do is I have got
9 a notepad that I keep with me and I will draw, okay,
10 a scratch log, and I will write the number of people
11 onboard, the name of the vessel, and as soon as it
12 crosses the bar, I will then enter all that
13 information into the logs. That way if he didn't
14 cross, we don't have a vessel with no information.

15 UNIDENTIFIED SPEAKER: This is a log for
16 vessels crossing the bar only?

17 MR. LONG: Exactly.

18 UNIDENTIFIED SPEAKER: All right.

19 MR. LONG: And usually that is the way I do
20 it, just, that is the way I was trained, you know,
21 the person that trained me showed me how to do it
22 and I thought it was a good idea. So, that way you
23 are not putting information that is not 100 percent
24 true in a log.

25 UNIDENTIFIED SPEAKER: Right. Seaman

1 Anderson also works on these boats. That is who you
2 relieved that morning, correct?

3 MR. LONG: Yes.

4 UNIDENTIFIED SPEAKER: Did he have any
5 remarks he made to you as you relieved him like, I
6 am glad I am out of here or --

7 MR. LONG: He just said, I can't remember
8 exactly what it was, it was like, I think it was
9 like I have seen some crazy shit today. And those,
10 and actually I am pretty sure I can quote him for
11 saying that. I have seen some crazy shit with the
12 Norwester and the Oakland Pilot, those are the two
13 biggest charter boats we have, and I heard the
14 Norwester got stood up, and I saw the Oakland Pilot,
15 so.

16 UNIDENTIFIED SPEAKER: You say the Norwester
17 was stood up, can you explain that?

18 MR. LONG: What he means by that is you
19 have, you have got the vessel here, and you have got
20 your wave coming in, it could be one of those steep
21 swells or it could be a wave that broke right as it
22 was going over. Basically stood up means it comes
23 up like this and then slaps down pretty good.

24 UNIDENTIFIED SPEAKER: Okay.

25 UNIDENTIFIED SPEAKER: And what vessel was

1 that?

2 MR. LONG: The Norwester.

3 UNIDENTIFIED SPEAKER: Is that that same
4 vessel that we had a report of somebody was almost
5 thrown through a window or --

6 UNIDENTIFIED SPEAKER: That was the Oakland
7 Pilot.

8 MR. LONG: The Oakland Pilot is the one
9 with the busted window.

10 UNIDENTIFIED SPEAKER: Okay. Did the Oakland
11 Pilot get stood up as well?

12 MR. LONG: It, the Oakland Pilot as it was
13 transiting the bar, he took a break on his port
14 bough, and he kind of went up like that, took a
15 break, took a break, and then came back down. So,
16 and at that time he didn't radio that he busted a
17 window. We found out later that afternoon.

18 MR. WOODY: Just one more time, but this
19 part here, your sketch, where the Taki Too was
20 making his turn, that would be, that was not wave
21 induced.

22 MR. LONG: No, it was not.

23 MR. WOODY: That --

24 MR. LONG: Yes, it was.

25 MR. WOODY: Okay.

1 MR. LONG: Because at that point I had a
2 question in my head as why are you hugging the tip,
3 why are you so close? And it is, you can tell when
4 a boat, I mean, the boat do get knocked around by
5 the waves, I felt it in the 47s. And that, and it
6 was not wave induced.

7 MR. WOODY: Okay.

8 UNIDENTIFIED SPEAKER: Do you know what the
9 sets were doing that morning, what kind of sets
10 there were? I mean, like the numbers.

11 MR. LONG: It was pretty much almost
12 constant. I know Asbsher can vouch for this, when
13 they made their run across the bar after this had
14 happened, I mean, it was, he had a split second to
15 get across. The sets were so close together and it
16 was, I mean, I was surprised that morning when I got
17 out there. Because it had been calm for such a long
18 time. We didn't have any crumby weather going on,
19 no wind, no storms, anything. It was expected to
20 get bigger, but, I wasn't expecting it to be that
21 big. I mean, it was breaking at the tips. So --

22 UNIDENTIFIED SPEAKER: Just so I am clear,
23 when you saw the Taki Too come out from that kind of
24 blind spot at the end of the jetty, when it was on
25 the north side, it was definitely pointed in a

1 northerly direction.

2 MR. LONG: Yes. He was parallel to the
3 waves.

4 UNIDENTIFIED SPEAKER: Parallel to the
5 waves. At that point were, was that swell train that
6 was coming in from that direction, had it kind of
7 turned around so that it was more from the northwest
8 or was it still parallel to the --

9 MR. LONG: It was, when it hit the boat, it
10 hit the boat on the full port side of the boat. It
11 hit the boat --

12 UNIDENTIFIED SPEAKER: The first one?

13 MR. LONG: The one that put them over.

14 UNIDENTIFIED SPEAKER: Okay.

15 MR. LONG: Yes, it hit it, I mean, it hit it
16 perfectly.

17 UNIDENTIFIED SPEAKER: Okay.

18 MR. LONG: And the whole boat just went
19 over.

20 UNIDENTIFIED SPEAKER: The wave before that,
21 do you recall the wave before the one that rolled it
22 over? Was that also --

23 MR. LONG: It was, it was probably about a
24 10, I would say about a 10 foot wave and it didn't
25 break, because his boat was on top of, it was on top

1 of the wave like this, where as he cleared the tips,
2 it was on top of the wave, and as soon as he cleared
3 the tip, the whole vessel cleared the tip, I did not
4 see the boat underway, it was not making way. And
5 then it went down into the trough and the wave came
6 hit it, and it went over.

7 UNIDENTIFIED SPEAKER: And you immediately
8 issued a mayday then?

9 MR. LONG: No, basically the minute I saw it
10 happen, our boat was right there, I got on the radio
11 and I said, hey, I am calling 0210, Taki Too just
12 went over, Taki Too just went over. And they over
13 as in flipped over, and I am like yes. And I called
14 the station and said, hey, the Taki Too just flipped
15 over.

16 UNIDENTIFIED SPEAKER: And then they do the
17 mayday and all that stuff.

18 MR. LONG: Mayday is really --

19 UNIDENTIFIED SPEAKER: Nine, one, one, I
20 mean, for a rescue.

21 MR. LONG: What the vessel should have done,
22 if he had a --

23 UNIDENTIFIED SPEAKER: Right.

24 MR. LONG: He had -- he should have gotten
25 on the radio and said, mayday, mayday, you know, I

1 am whatever.

2 UNIDENTIFIED SPEAKER: Okay. So you don't do
3 any emergency call outs, the station does that once
4 you inform them, they take it from there.

5 MR. LONG: Yeah, they, they are the ones
6 that were notifying 911 dispatch. They were the
7 ones that were notifying the group. They were ones
8 that were notifying fire rescue.

9 UNIDENTIFIED SPEAKER: You stand watch,
10 radio watch --

11 MR. LONG: In here, yes.

12 UNIDENTIFIED SPEAKER: So what is the
13 procedure if you get a distress call?

14 MR. LONG: A distress call like that, the
15 first thing we are going to do is we are going to
16 hit our search and rescue alarm, and we, right now
17 the first boat was underway, the second boat was
18 here. And I would have done the same thing with that
19 the watch standers did, you know, hit the SAR alarm
20 and said, now second boat, second boat, we have got
21 the Taki Too flipped over.

22 UNIDENTIFIED SPEAKER: Okay.

23 UNIDENTIFIED SPEAKER: Who gets the distress
24 call, the tower or back here at dispatch? Who gets
25 the distress call itself?

1 MR. LONG: Normally it would be in here.
2 But, because I was, it happened out there and the
3 tower was manned, you know, I am the one that relays
4 that to the station. I am, I take the reporting
5 source roll.

6 UNIDENTIFIED SPEAKER: No, what I am saying,
7 if they had sent a mayday, would you have answered
8 the mayday or would they have answered it in here?

9 MR. LONG: Generally, the station usually
10 takes that. Obviously if I see it, I will take it.

11 UNIDENTIFIED SPEAKER: Right. There is a
12 difference between you seeing it and catching a
13 mayday, that is what I was trying to --

14 MR. LONG: Okay.

15 UNIDENTIFIED SPEAKER: Back to my question
16 on the Comm Center, is it normal when they do a 911,
17 they call fire and rescue, based on the situation
18 and the police?

19 MR. LONG: Based, yes.

20 UNIDENTIFIED SPEAKER: Automatic?

21 MR. LONG: It all depends on the situation.

22 If we got a person that is in the water out here
23 in the bay, more than likely we will not call fire,
24 rescue. It is mandatory that we do call Helio. And
25 we call Group and we notify them to get Helio in the

1 air.

2 UNIDENTIFIED SPEAKER: They are not separate
3 calls to you, you are just calling 911, aren't you?

4 MR. LONG: For?

5 UNIDENTIFIED SPEAKER: For any of those
6 emergencies.

7 MR. LONG: No, when it is for the Helio, we
8 do call Group Astoria.

9 UNIDENTIFIED SPEAKER: Other than your
10 internal Coast Guard stuff, if you are calling
11 outside people, you are just making one call to 911,
12 aren't you?

13 MR. LONG: Pretty much, yes. You don't have
14 to worry about the --

15 UNIDENTIFIED SPEAKER: They do the other.

16 MR. LONG: Yes.

17 UNIDENTIFIED SPEAKER: Okay. But, that is
18 not you in the tower, that is whoever is --

19 UNIDENTIFIED SPEAKER: That is why I said
20 Comm watch.

21 UNIDENTIFIED SPEAKER: Okay. I just wanted
22 to be clear about that.

23 UNIDENTIFIED SPEAKER: Who was first on
24 scene?

25 MR. LONG: Where, on beach or on the water?

1 UNIDENTIFIED SPEAKER: Either, I mean, was
2 the helicopter first showed up or --

3 MR. LONG: No --

4 UNIDENTIFIED SPEAKER: Or was it fire and
5 rescue?

6 MR. LONG: We had our, at the time of the
7 accident, our --

8 UNIDENTIFIED SPEAKER: Besides him.

9 MR. LONG: Besides him?

10 UNIDENTIFIED SPEAKER: Right.

11 MR. LONG: I would say the civilians.

12 UNIDENTIFIED SPEAKER: Okay.

13 MR. LONG: There was, there were maybe a
14 handful of civilians that were on the beach.

15 UNIDENTIFIED SPEAKER: And then who?

16 MR. LONG: And then after that, I want to
17 say Sheriff and then the fire rescue was on scene,
18 the fire department was on scene shortly afterwards.

19 So, at that, pretty much after that, I can't give
20 you exact because my eyes were on the water.

21 UNIDENTIFIED SPEAKER: Yes.

22 UNIDENTIFIED SPEAKER: When is the tower
23 manned?

24 MR. LONG: About an hour to 45 minutes
25 before sunrise, that way we can catch the early, the

1 early goers.

2 UNIDENTIFIED SPEAKER: Seven days a week.
3 It is not based on weather, it is based on --

4 MR. LONG: It is based, unless it is, unless
5 it is unsafe. You can recall, this year we had a
6 lot of high surf in our area.

7 UNIDENTIFIED SPEAKER: Right.

8 MR. LONG: At that time we did not man the
9 tower because it could be a risk to the tower watch
10 stander being out there.

11 UNIDENTIFIED SPEAKER: Okay.

12 MR. LONG: And not, it is, and when it is
13 that high a surf and the waves are coming into the
14 parking lot, there aren't any vessels that cross the
15 bar.

16 (Pause.)

17 MR. WOODY: Have you, this position where
18 the vessel was, was parallel to the beach, and the
19 swells in this case, have you ever seen vessels
20 going out that way?

21 MR. LONG: They do, but I have never seen
22 them hug the tip that close.

23 MR. WOODY: Okay.

24 MR. LONG: A lot of people just to charter
25 that way, they don't have go out and do the -- But,

1 the only time I have really seen them cut it short
2 is on a day where it is calm enough where you could
3 water ski out the tips.

4 MR. WOODY: You mean rather than go around
5 the sand bar.

6 MR. LONG: Right, instead of making a run
7 like this, you don't, you never want to be,
8 especially in surf, you never want to have your boat
9 parallel to the waves. At least this way you can be
10 able to maneuver your better over the waves. And if
11 you do see a steep swell coming, you can maneuver
12 the vessel around so you can take it better. But, I
13 have, it is, I have never seen anyone cut that
14 close.

15 MR. WOODY: I was going to ask him to do two
16 sketches. Take a piece of paper and sit right here
17 so you can see your work there, and then the other
18 thing I was going to do, is ask him to draw a
19 similar sketch and put the sand bar in up here,
20 someway.

21 UNIDENTIFIED SPEAKER: Would you like me to
22 go get one of the big pads?

23 MR. WOODY: That would be great. Yes,
24 right, yeah.

25 I want to take advantage of all your

1 knowledge here.

2 (Pause.)

3 UNIDENTIFIED SPEAKER: It would be useful to
4 take a section of the chart and blow that up and
5 have him do, so that we provide a little bit more
6 scale.

7 MR. WOODY: Yeah, I think it would be, it
8 would be very good. Could we use that?

9 UNIDENTIFIED SPEAKER: I will see if I can
10 do that.

11 UNIDENTIFIED SPEAKER: I have marked this
12 one up --

13 UNIDENTIFIED SPEAKER: I have got more.

14 (Pause.)

15 UNIDENTIFIED SPEAKER: Quantitative
16 measurements instead of qualitative, you know, here,
17 there, closer, close, you know, further out, that
18 kind of thing.

19 (Pause.)

20 UNIDENTIFIED SPEAKER: Do you want lined or
21 plain?

22 MR. LONG: Probably plain, probably.

23 (Pause.)

24 UNIDENTIFIED SPEAKER: Do you all have a
25 poster maker over here?

1 UNIDENTIFIED SPEAKER: Big white board on
2 the computer.

3 UNIDENTIFIED SPEAKER: No, that you run
4 through and it blows it up. Okay.

5 (Pause.)

6 UNIDENTIFIED SPEAKER: Do you have a larger
7 picture anywhere that you can give up?

8 MR. LONG: We have a regular size chart.

9 UNIDENTIFIED SPEAKER: Okay. I think one
10 group has already taken your chart. That was sent
11 to you, guys.

12 UNIDENTIFIED SPEAKER: Yes.

13 MR. LONG: Then no, we don't.

14 UNIDENTIFIED SPEAKER: Okay.

15 MR. LONG: We could run a section of it on
16 the copier.

17 UNIDENTIFIED SPEAKER: Well, no, your copier
18 is down right now. That is --

19 UNIDENTIFIED SPEAKER: Worn out.

20 UNIDENTIFIED SPEAKER: They were printing
21 out the copy book and that is --

22 (Pause.)

23 UNIDENTIFIED SPEAKER: Who was it down here
24 that wanted the captain's application package with
25 the medical file and everything?

1 UNIDENTIFIED SPEAKER: Yes.

2 UNIDENTIFIED SPEAKER: This is his whole
3 file. And it goes back several years with different
4 applications.

5 UNIDENTIFIED SPEAKER: Very good.

6 (Pause.)

7 UNIDENTIFIED SPEAKER: And is this the same
8 group that wanted the tidal table and the messages
9 that went out that day? Okay.

10 (Pause.)

11 MR. WOODY: I appreciate, I put it in, in
12 the briefcase where I know it goes with me, the case
13 does.

14 UNIDENTIFIED SPEAKER: You took it.

15 MR. WOODY: Right. I would be the first to
16 agree with you.

17 (End of tape.)