

{SOS >> see page 4 this edit* of “fair log”– de SoWP / CHRS; Includes R.E.O David Ring comments.}

Radio Log

S/S KING

Call Sign: WAKL

Official Number: 275193

DISTRESS OF MV BALSA 34/DUYH

DATE: 06 December 1990

Log sheets: Pages 33 to 36 inclusive.

Chief Radio Electronics Officer: David J. Ring, Jr.

Address: {Deleted by SoWP Edit}

LICENSE DATA

License Class: First-class Radiotelegraph license, license #T1-HQ-4978

Endorsement (2): 1. Ship Radar Endorsement 2. Six Months Service Endorsement.

Issued at: Washington, DC

Issue date: September 17, 1986

Expiration date: September 17, 1991

Assistant Radio Officers: None.

* Light edit but much extraneous typography simplified; duplication removed, USCG *Petrel* vessel name corrected; text found in the SoWP files. (de K6VK).



..... S.S. KING

. PAGE # 33 CALL SIGN: W A K L DATE: 01 DECEMBER 1990 .

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RADIO LOG

/.UTC...-...STATION....-..FREQUENCY..-.....

≥ TIME ≥ CALLED ≥ CALLING ≥ QSW ≥ QSX ≥ PARTICULARS OF COMMUNICATION
≥

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1515-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1530 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1545-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1600 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/HF =

1615-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1630 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST AND WX QSW 484/HF =

1645-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1700 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/HF =

1715-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1730 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1745-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1757 ≥TEST ≥WAKL ≥500 ≥500 ≥RESERVE TRANSMITTER TESTS OK WITH .4
A INTO MAIN ANTENNA, 2.0 A. INTO RESERVE ANTENNA. RESERVE RECEIVER OK
ON MAINS BATTERY, SENSITIVITY OK. BATTERY ON CHARGE, POLARITY
OBSERVED: SPECIFIC GRAVITY 1260. BATTERY LIGHTS OK. MAINS: 113 VAC.
AUTO ALARM OK ON 4 DASHES, KEYSER TIMING OK. STATION CHECKED WITH
WWV FOUND CORRECT, AND WOUND.

1800 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING, AUTO ALARM ON

1800 ≥ ≥ ≥ ≥ ≥NOON POSITION: 29°-15'N 094°-31'W

1830 ≥ ≥ ≥ ≥500 ≥ON WATCH D J RING, AUTO ALARM OFF

1845-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1854 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING

1854 ≥ ≥ ≥ ≥ ≥ARRIVAL HOUSTON, TEXAS ANTENNA TO GROUND

04/0300 ≥TEST ≥WAKL ≥500 ≥500 ≥RESERVE TRANSMITTER TESTS OK WITH 2.4 A INTO MAIN ANTENNA, 2.0 A. INTO RESERVE ANTENNA. RESERVE RECEIVER OK ON MAINS BATTERY, SENSITIVITY OK. BATTERY ON CHARGE, POLARITY OBSERVED: SPECIFIC GRAVITY 1260. BATTERY LIGHTS OK. MAINS: 113 VAC. AUTO ALARM OK ON 4 DASHES, KEYSER TIMING OK. STATION CHECKED WITH WWV FOUND CORRECT, AND WOUND. LIFE BOAT XMTR OK ON 500/8364 KHZ INTO DUMMY ANTENNA. AUTO ALARM ON IN ANTICIPATION OF DEPARTURE

04/0712 ≥ ≥ ≥ ≥ ≥DEPARTURE HOUSTON.

04/1400 ≥ ≥ ≥ ≥500 ≥ON WATCH D J RING, AUTO ALARM OFF

1415-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1430 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1445-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1500 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF =

1515-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1530 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1545-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1600 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/HF =

1615-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1630 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST AND WX QSW 484/HF =

1645-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1700 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/HF =

1715-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD
 1730 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =
 1745-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD
 1800 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING, AUTO ALARM ON
 2100 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF =
 2115-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD
 2130 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =
 2145-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD
 2200 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF =
 2215-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD
 2230 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =
 2245-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

..... S.S. KING

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RADIO LOG

/.UTC...STATION...FREQUENCY..

≥ TIME ≥CALLED≥CALLING≥ QSW ≥ QSX ≥PARTICULARS OF COMMUNICATION
 ≥

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1805 ≥DUYH ≥WAKL ≥500 ≥500 ≥RRR SOS + (APPROX. TIME -DID NOT LOG TIME)

1805 ≥???? ≥ENUO ≥ ≥500 ≥MSG K (RUSSIAN SHIP "MARSHAL GRECHKO")

1807 ≥???? ≥ENUO ≥ ≥500 ≥MSG MSG PSE ANS 500 KW K

1807 ≥DUYH ≥3EGL ≥ ≥500 ≥HR QTH 23EE? 23.35N 086.43W K

1810 ≥DUYH ≥BLIF ≥ ≥500 ≥(DID NOT LOG THIS ENTRY COMPLETELY)

1810 ≥DUYH ≥WLO ≥ ≥500 ≥QSL QSL QSL = QSP USCG NO LA DE WLO SK

NOTE: ≥MOBILE RADIO/WLO HAS ACKNOWLEDGED SOS AND SENT TO USCG
NEW ORLEANS)

1812 ≥DUYH ≥PEND ≥ ≥500 ≥QTH 25.17N 087.20 NOW PSE QSL K

1813 ≥DUYH ≥PEND ≥ ≥500 ≥PROCEEDING TO YOU 10 HRS = REGARDS
MASTER

1814 ≥DUYH ≥PEND ≥ ≥500 ≥QSL? K

1815 ≥PEND ≥DUYH ≥ ≥500 ≥PER MASTER CANNOT DECIDE TO A PROCEED
EN JUST QRX (I WILL CALL YOU AGAIN) FURTHER + PSE UR QTH (LOCATION) VY
FAR YET PSE JUST QRX QRX FURTHER =

1817 ≥NMA ≥DUYH ≥ ≥500 ≥K (AS NMG DID NOT RESPOND TO SOS DUYH IS
NOW CALLING NMA (USCG COMSTA MIAMI) WHO CANNOT HEAR BALS34/DUYH
WHO IS USING HER RESERVE TRANSMITTER ON 500 KHZ. ≥

1815-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED

1818 ≥DUYH ≥PEND ≥ ≥500 ≥25.17.2N 087.20.0W WKWODENMG

1821 ≥DUYH ≥3EGL ≥ ≥500 ≥HR QSL DDD QTH 23.35N 086.43W CRS 323 +

1821 ≥NMA ≥DUYH ≥ ≥500 ≥ERE QTH 24.20.5N 85.18.4W NW NEED
ASSISTANCE = (BALS34 TRIES TO CONTACT USCG MIAMI/NMA)

1822 ≥DUYH ≥WAKL ≥500 ≥500 ≥PLS SEND AUTO ALARM AND
REBROADCAST SOS K

1824 ≥NMA ≥ ≥ ≥ ≥

1824 ≥DUYH ≥SXLI ≥ ≥500 ≥LAT 2520N 8425W COURSE 307 AV SPD 11KT

1827 ≥SOS DUYH BLIF ≥ ≥500 ≥K QTH ??? 087-40W SPEED 13 KTS CO 152

1830 ≥DUYH ≥3EYM6 ≥ ≥500 ≥RRR SOS QTH 12 HOURS OFF K

1831 ≥DUYH ≥NMA ≥ ≥500 ≥K

1832 ≥WLO ≥ENUO ≥ ≥500 ≥PSE UP 512 K

1833 ≥DUYH ≥C6JL ≥ ≥500 ≥K

1834 ≥RADIO OFFICERS NOTE: L.H. KOONTZ, MASTER, FURNISHES QTH AND TELLS ME TO SEND IT TO THE "BALSA34"

1834 ≥DUYH ≥WAKL ≥500 ≥500 ≥RRR SOS QTH 25.34N 086.10W + K

1835 ≥DUYH ≥NMA ≥ ≥500 ≥K (COMSTA MIAMI CALLS "BALSA34")

1835 ≥WAKL ≥NMA ≥ ≥500 ≥K (WE ARE CALLED BY USCG MIAMI/NMA)

1835 ≥NMA ≥WAKL ≥500 ≥500 ≥R K (I RECEIVE YOU (R) GO AHEAD (K))

1835 ≥WAKL ≥NMA ≥ ≥500 ≥UP 454/440 K (COMSTA MIAMI REQUESTS SHIFT)

1836 ≥NMA ≥WAKL ≥500 ≥500 ≥R UP = (KING/WAKL SHIFTING UP)

1837 ≥NMA ≥WAKL ≥440 ≥454 ≥K / WAKL DE NMA WAIT /E (NMA SAYS WAIT)

1838 ≥WAKL ≥NMA ≥454 ≥440 ≥YOU TALK TO DUYH? / NO NO QSO DUYH K

1841 ≥CLA ≥CLBC ≥ ≥500 ≥HR MSG K ("BT 28 SETIEMBRE" CALLS HAVANA)

1844 ≥WLO ≥WAKL ≥512 ≥512 ≥K (KING/WAKL CALLS MOBILE RADIO/WLO ON THE ALTERNATE CALLING FREQUENCY OF 512 KHZ).

1845-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1848 ≥NMG ≥WAKL ≥500 ≥500 ≥K

1848 ≥WAKL ≥NMG ≥500 ≥500 ≥UP 432/454 K

1848 ≥NMG ≥WAKL ≥500 ≥500 ≥R UP =

1849 ≥NMG ≥WAKL ≥454 ≥432 ≥NOTHING HEARD FROM "BALSA34/DUYH" SINCE 1822Z CAN YOU SEND AN AUTO ALARM AND DDD SOS DDD ON 500 KHZ? K

≥(I ASK COMSTA NEW ORLEANS/NMG TO SEND A RELAY DISTRESS WITH AUTO ALARM ON 500 KHZ BECAUSE NOTHING HAS BEEN HEARD FROM

"BALSA34/DUYH" SINCE 1822Z AND, ALSO, BECAUSE DUYH DID NOT PROCEED HIS SOS WITH AN AUTO ALARM ON HIS DISTRESS MESSAGE.)

1850 ≥WAKL ≥NMG ≥432 ≥454 ≥NEED YOUR ETA TO VESSEL IN DISTRESS K

1851 ≥NMG ≥WAKL ≥454 ≥432 ≥R WAIT

1852 ≥NOTE: ≥NOTIFY CAPTAIN THAT COAST GUARD WANTS HIS ETA "BALSA34"

..... S.S. KING

. PAGE # 35 CALL SIGN: W A K L DATE: 05 DECEMBER 1990 .

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RADIO LOG

/.UTC...-...STATION....-..FREQUENCY..-.....

≥ TIME ≥CALLED≥CALLING≥ QSW ≥ QSX ≥PARTICULARS OF COMMUNICATION
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2004 ≥3EGL ≥WAKL ≥500 ≥500 ≥K (CALLING "TEXACO CARIBBEAN")

2005 ≥WAKL ≥3EGL ≥500 ≥500 ≥K

2005 ≥3EGL ≥WAKL ≥500 ≥500 ≥PLS QTH (POSITION) AND ETA?

2005 ≥WAKL ≥PEND ≥500 ≥500 ≥("HAPPY BUCCANEER" - A TANKER) APROX 90 MILES AWAY FROM DUYH

2005? ≥PEND ≥WAKL ≥500 ≥500 ≥ETA? K

2007? ≥WAKL ≥3EGL ≥500 ≥500 ≥R NW QTH 23.55N 87.04W ETA DUYH 2000 LT

2008? ≥3EGL ≥WAKL ≥500 ≥500 ≥PLS ETA IN GMT K (GMT = ZULU TIME = UTC)

RADIO OFFICER'S NOTE: CONFUSION RESULTS WHEN GIVING "LOCAL" TIME AT SEA: NOT ALL SHIPS MAY BE IN THE SAME ZONE TIME. IT APPEARS IN THIS CASE THAT ALL WERE ON EASTERN STANDARD (EST) U.S.A. TIME. BUT IT'S A GOOD

PRACTICE TO KEEP ALL TRAFFIC TIMES AND SHIP TO SHIP TRAFFIC IN UTC. LESS CONFUSION.

2009? ≥WAKL ≥3EGL ≥500 ≥500 ≥GMT 06 0200Z K

2010? ≥WAKL ≥WBVZ ≥500 ≥500 ≥(EXXON WILLMINGTON) OM QSL SOS ??NM WE FM 96 NM POSIT 2545N 8522W ETA 03Z IF WE ARE TO ASSIST QSL? (DO YOU ACKNOWLEDGE RECEIPT OF THIS MESSAGE?) K

2012? ≥WAKL ≥DUYH ≥500 ≥500 ≥NIL 440 QRW K

≥"BALSA34" REPORTS NIL (NOTHING) HEARD ON 440 KHZ FROM USCG MIAMI/NMA AND (QRW) REQUESTS ME TO INFORM THEM THAT HE IS CALLING THERE.

2013 ≥NMA ≥WAKL ≥500 ≥500 ≥QRZ DUYH + (YOU ARE BEING CALLED BY DUYH)

2014 ≥WAKL ≥PEND ≥500 ≥500 ≥ETA TO DUYH IN 5 HRS K

2015 ≥WAKL ≥WNU ≥500 ≥500 ≥QRW DUYH NMA DUYH 4334.5 NMA 4332 K

2016 ≥WNU ≥WAKL ≥500 ≥500 ≥R TU

2016 ≥DUYH ≥WAKL ≥500 ≥500 ≥QRW NMA 4334.5 NMA 4332 K

2016? ≥WAKL ≥DUYH ≥500 ≥500 ≥R TU

2021 ≥WAKL ≥NMG ≥500 ≥500 ≥K (COMSTA NEW ORLEANS CALLS KING/WAKL)

2021 ≥NMG ≥WAKL ≥500 ≥500 ≥R K (I RECEIVE YOU GO AHEAD)

2022 ≥WAKL ≥NMG ≥500 ≥500 ≥K (USCG NMG REPEATS CALL TO KING/WAKL)

2022 ≥NMG ≥WAKL ≥500 ≥500 ≥R QRV K (I RECEIVE YOU, I'M READY, GO!)

2023 ≥NMG ≥WLO ≥500 ≥500 ≥, JR OP WAKL IS ON 500 SEE HIM NOW K

(&*\$#! (COMMA=CURSE) JUNIOR OPERATOR (NMG), KING/WAKL IS ON 500 SEE HIM NOW!!!)

2023 ≥WAKL ≥NMG ≥500 ≥500 ≥QTC UP 432/454 K (NMG REQUESTS SHIFT UP)

2024? ≥NMG ≥WAKL ≥454 ≥432 ≥RECEIVE TRAFFIC FROM NMG (REQUEST FOR INFO TO GET TO DUYH ETA AND COURSE.

2027? ≥WAKL ≥GUYD ≥ ≥500 ≥QTH 23 (DID NOT COPY THIS WHOLE THING)

RADIO OFFICER'S NOTE: USCG COMSTA/NMG BY MOVING DISTRESS TRAFFIC OFF 500 KHZ WHERE IT IS SUPPOSED TO BE HANDLED IS CONFUSING THE SITUATION BY SCATTERING THE INFORMATION ON DIFFERENT FREQUENCIES. THE DISTRESSED SHIP NEVER GETS ALL THE TRAFFIC AND INFO THAT HE SHOULD. I AM LISTENING WITH SPLIT HEADPHONES WHICH ALLOW ME TO MONITOR TWO FREQUENCIES AT THE SAME TIME. I CANNOT PHYSICALLY MONITOR, UNDERSTAND, AND LOG ALL INFO WITH DUYH AND NMA ON 4 MHZ, NMA ON 432 KHZ AND GENERAL DISTRESS TRAFFIC ON 500 KHZ. THE 500 KHZ SYSTEM WAS DESIGNED TO HAVE ALL THE TRAFFIC ON 500 KHZ WITH ALL PARTICIPANTS HEARING ALL THE INFO.

2028 ≥WAKL ≥NMG ≥454 ≥432 ≥RECEIVE TRAFFIC FROM USCG NEW ORLEANS

≥NMG: THERE WILL BE COAST GUARD JET FLYING TO DUYH AREA WHEN IN AREA

≥WILL CALL VHF 16 WITH ????? (I INTERRUPT THIS TO ANSWER GUYD ON 500 KHZ)

2028 ≥GUYD ≥WAKL ≥500 ≥500 ≥ANSWERING GUYD ("LEPITA" - ENGLISH FLAG)

2028 ≥OPERATOR'S NOTE: WHILE TRYING TO CONTACT "LEPITA" MY MAIN HIGH POWERED 500 KHZ TRANSMITTER FAILS. ALL SUBSEQUENT CALLS ARE MADE WITH THE RESERVE TRANSMITTER ON BATTERY POWER.

2034 ≥WAKL ≥NMG ≥500 ≥500 ≥UP 454/432 K (NMG STILL WANTS DISTRESS TRAFFIC OFF 500 KHZ.)≥ ≥

2034 ≥NMG ≥WAKL ≥500 ≥500 ≥R UP

2035 ≥WAKL ≥NMG ≥432 ≥454 ≥QRV? (ARE YOU READY TO COPY?)

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..... S.S. KING

. PAGE # 36 CALL SIGN: W A K L DATE: 05 DECEMBER 1990 .

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RADIO LOG

/UTC...STATION...FREQUENCY.....

≥ TIME ≥ CALLED ≥ CALLING ≥ QSW ≥ QSX ≥ PARTICULARS OF COMMUNICATION
≥

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2336 ≥ WAKL ≥ 3YM6 ≥ ≥ 500 ≥ TRY 4337 K

2336 ≥ WAKL ≥ NMG ≥ ≥ 500 ≥ UP 454/432 K (NMG REQUESTS SHIFT UP)

2337 ≥ NMG ≥ WAKL ≥ 454 ≥ 432 ≥ QRV K

2337 ≥ NOTE: DO NOT HAVE LOGGED WHAT NMG SAID.

2344 ≥ WAKL ≥ ??? ≥ ≥ 500 ≥ (SOMEONE IS CALLING ON 500 KHZ)

2344 ≥ QRZ? ≥ WAKL ≥ ≥ 500 ≥ QRZ? (WHO IS CALLING ME?)

2344 ≥ WAKL ≥ DUYH ≥ ≥ 500 ≥ SRI WAS BUSY WITH NMA ON 4 MHZ K

2344 ≥ DUYH ≥ WAKL ≥ ≥ 500 ≥ UP 454 QTC K (GOING TO LEAVE 500 AS SILENT PERIOD IS IN NEXT MINUTE- IN CASE OF NEW DISTRESS!)

2345-48 ≥ (SPLIT PHONES) ≥ ≥ 500 ≥ SILENT PERIOD OBSERVED NO SIGNALS HEARD

2345 ≥ DUYH ≥ WAKL ≥ 454 ≥ 454 ≥ SENT SOS MSG #2

2348 ≥ WAKL ≥ DUYH ≥ 454 ≥ 454 ≥ QSL MSG 2 SORRY I WAS QRL (BUSY) WITH NMA ON 4 MHZ (HE THEN REQUESTS INFORMATION ABOUT WHAT IS GOING ON HE DOESN'T SEEM TO KNOW ALL THE INFORMATION, SO I SEND HIM ALL MY TRAFFIC)

2350 ≥ WAKL ≥ DUYH ≥ 454 ≥ 454 ≥ SENDS SOS MSG #1 "BALSA34" - SEE TRAFFIC (THIS OPERATOR ON DUYH IS A VERY GOOD, AND FAST, OPERATOR.)

2353 ≥ DUYH ≥ WAKL ≥ 454 ≥ 454 ≥ QSL MSG1

2354 ≥ WAKL ≥ DUYH ≥ 454 ≥ 454 ≥ (OPERATOR WANTS UPDATE ON WHAT'S GOING ON)

2355? ≥DUYH ≥WAKL ≥454 ≥454 ≥I SEND HIM 05/2209 & 0 05/2209
INFORMING HIM OF OUR ORDERS FROM THE COAST GUARD AND OUR COURSE
AND ETA.

06/0000 ≥ ≥ ≥ ≥500 ≥LOG ENTRY NOT MADE - TOO BUSY WITH SOS.

0015-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0018 ≥CQ ≥WAKL ≥ ≥500 ≥GAVE SOS INFO MSG #3 ABOUT HAVING
CONTACT WITH USCG AIRCRAFT WHO GAVE US POSITION AND BEARING TO
"BALSA34".

0028 ≥NMG ≥SWBX ≥ ≥500 ≥K

0032 ≥NMG ≥WAKL ≥ ≥500 ≥K (NMG HAS NOT CALLED TO ACKNOWLEDGE
MSG3)

0032 ≥WAKL ≥NMG ≥ ≥500 ≥UP 454/32 K

0033 ≥NMG ≥WAKL ≥ ≥500 ≥R UP

0034 ≥NMG ≥WAKL ≥454 ≥432 ≥SENT REPEAT OF SOS INFO NR3 RE:
AIRCRAFT.

0035 ≥CQ ≥WNU ≥ ≥500 ≥TFC LIST QSW 478/HF (SPILT PHONE WATCH)

0044 ≥WAKL ≥NMG ≥432 ≥454 ≥QSL NR3 (USCG/NMG ACKNOWLEDGES MY
TRAFFIC)

0045-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0050 ≥TTT ≥NMA ≥ ≥500 ≥CG MARINE INFO BCST QSW 440 KHZ +

0058 ≥CQ ≥C6N ≥ ≥500 ≥3IYG QTC K (BAHAMAS RADIO/C6N TRAFFIC
LIST)

0100 ≥CQ ≥NMG ≥ ≥500 ≥CG MARINE INFO BCST QSW 432 KHZ +

0102 ≥DUYH ≥WAKL ≥ ≥500 ≥K (I CALL "BALSA34")

0115-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0124 ≥HPP ≥H3LR ≥ ≥500 ≥K ("BRIGHT ACE" CALLS PANAMA RADIO/HPP)

0126 ≥HPP ≥H3LR ≥ ≥500 ≥K (AS ABOVE)

0128 ≥H3LR ≥HPP ≥ ≥500 ≥UP 454/4?? (PANAMA RADIO ANSWERS H3LR)

0135 ≥CQ ≥WNU ≥ ≥500 ≥TFC LIST QSW 478/HF (SLIDELL/LA RADIO)

0145-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0156 ≥WAKL ≥CG2132 ≥ ≥VHF-16≥(COAST GUARD AIRCRAFT 2132 ADVISES HE MUST RETURN TO BASE AS IN FLIGHT RE-FUELING IS NOT AVAILABLE.

0157 ≥CG2132≥WAKL ≥ ≥VHF-16≥ROGER UNDERSTAND WILL INFORM "BALSA34" OUT

0200 ≥ ≥ ≥ ≥500 ≥NO LOG ENTRY MADE AT THIS TIME - TOO BUSY

0204 ≥WAKL ≥NMG ≥ ≥500 ≥K

0204 ≥NMG ≥WAKL ≥ ≥500 ≥R K (I RECEIVE YOU, GO AHEAD)

0205 ≥WAKL ≥NMG ≥ ≥500 ≥K (NMG REPEATS HIS CALL)

0205 ≥NMG ≥WAKL ≥ ≥500 ≥K

0205 ≥NMG ≥WAKL ≥ ≥500 ≥QTC UP 454/432 K (HE HAS A MESSAGE FOR ME)

0206? ≥WAKL ≥NMG ≥432 ≥454 ≥ARE YOU ON SCENE? K

0206 ≥NMG ≥WAKL ≥454 ≥432 ≥WE ARE ABOUT TEN MILES FROM DUYH AND WE ARE IN VHF CONTACT WITH USCG CUTTER PETROL/NACN AND BALSA34/DUYH K

0209 ≥WAKL ≥NMG ≥432 ≥454 ≥ETA DUYH?

...../.UTC...-...STATION....-...FREQUENCY...-.....
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≥ TIME ≥CALLED CALLING≥ QSW ≥ QSX ≥PARTICULARS OF COMMUNICATION
≥

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2300 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING, AUTO ALARM ON

05/0000 ≥ ≥ ≥ ≥500 ≥ON WATCH D J RING, AUTO ALARM OFF

0015-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0030 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST AND WX QSW 484/HF =

0045-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0100 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF =

0115-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0130 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST AND WX QSW 484/HF =

0145-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0200 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING, AUTO ALARM ON

05/1300 ≥ ≥ ≥ ≥500 ≥ON WATCH D J RING, AUTO ALARM OFF

1315-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1330 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1345-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1400 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF =

1415-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1418 ≥TTT ≥WAKL ≥500 ≥500 ≥NAV WARNING QSW 512 KHZ +

1418 ≥TTT ≥WAKL ≥512 ≥500 ≥TTT S/S KING/WAKL 05/1410Z = NAV
 WARNING CQ ALL STATIONS = AT APPROX. 05/1400Z IN LAT 26-00.3N LONG 087-
 18.0W SIGHTED A LONG METAL TANK 15 FEET LONG BY 4 FT WIDE AND FIVE
 FOOT DEEP = DANGER TO NAVIGATION = MASTER = +≥DE WAKL ≥

1423 ≥WAKL ≥WJMV ≥ ≥500 ≥R TTT + / WJMV DE WAKL R TU

1423 ≥WAKL ≥WPHZ ≥ ≥500 ≥R TTT +

1424 ≥WAKL ≥BLIF ≥ ≥500 ≥QSK TTT +

1424 ≥WAKL ≥DGNB ≥ ≥500 ≥R TTT +

1424 ≥WAKL ≥NMG ≥ ≥500 ≥QSL TTT +

1430 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1445-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1500 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF =

1515-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1530 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1545-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1600 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/HF =

1615-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1630 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST AND WX QSW 484/HF =

1645-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1657 ≥TEST ≥WAKL ≥500 ≥500 RESERVE TRANSMITTER TESTS OK WITH 3.2 A INTO MAIN ANTENNA, 2.1A. INTO RESERVE ANTENNA. RESERVE RECEIVER OK ON MAINS BATTERY, SENSITIVITY OK. BATTERY ON CHARGE, POLARITY OBSERVED: SPECIFIC GRAVITY 1260. BATTERY LIGHTS OK. MAINS: 113 VAC. AUTO ALARM OK ON 4 DASHES, KEYSER TIMING OK. STATION CHECKED WITH WWV FOUND 1 SECOND SLOW, RESET, AND WOUND.

1700 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING, AUTO ALARM ON

1700 ≥ ≥ ≥ ≥ ≥NOON POSITION: 25°43'N 086°35'W

RADIO OFFICERS NOTE: I WAS SITTING IN THE RADIO ROOM TALKING TO THE MASTER, AND I WAS LISTENING TO THE RELAYS OF THE AUTO ALARM CLICK IN RESPONSE TO THE TRAFFIC ON 500 KHZ. I HEARD MOBILE RADIO CALL A U.S. FLAG SHIP CALL SIGN STARTING WITH THE LETTER "W". AT 1757Z I TURNED ON THE RECEIVER TO CALL WLO AND ASK IF HE HAD TRAFFIC FOR US. THIS IS WHAT HAPPENED JUST AFTER THE CAPTAIN LEFT THE ROOM.

1757 ≥ ≥ ≥ ≥500 ≥ON WATCH D J RING, AUTO ALARM OFF

1757 ≥ ≥ ≥ ≥500 ≥HEAR TRAFFIC - WAITING UNTIL IT STOPS.

1758 ≥SOS ≥DUYH ≥ ≥500 ≥MV Balsa34/DUYH QTH 24-20.9 85-18.4W NOW SHIP LISTING 20 DEGREES 2 LIFE BOATS BROKEN BADLY NEED ASSISTANCE = MASTER = +

1759 ≥CALLED CAPTAIN LEROY H. KOONTZ BACK TO RADIO ROOM.

1800 RADIO OFFICER'S NOTE: SEVERAL OTHER SHIPS MAY HAVE ANSWERED ALSO BUT DID NOT LOG THEM AS I WAS SO SURPRISED TO HEAR THE SOS UPON TURNING RECEIVER ON.

1802 ≥DUGL ≥WLO ≥ ≥500 ≥QRT DISTRESS +

1802 ≥DUYH ≥3EGL ≥ ≥500 ≥RRR SOS HR QTH = 23.35N 086.43W + HW K

1802 ≥DUYH ≥PEND ≥ ≥500 ≥RRR SOS QTH 25.17.2N 087.20.0W K

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/.UTC...-...STATION....-FREQUENCY...-.....

≥ TIME ≥CALLED CALLING≥ QSW ≥ QSX ≥PARTICULARS OF COMMUNICATION
≥

'.....-.....

1848-1903 ≥ ≥ ≥500 ≥NO LOG ENTRIES MADE: I WAS TOO BUSY.

1849 ONWARD AND FOLLOWING ENTRIES: 500 KHZ WATCH NOT BROKEN - WATCH BEING KEPT BY RESERVE RECEIVER WITH MAIN ANTENNA USING SPLIT PHONES.

1904 ≥NMG ≥WAKL ≥432 ≥454 ≥OUR ETA IS 06/0000Z AT SHIP

1905 ≥WAKL ≥NMG ≥454 ≥432 ≥PLS CFM ON SCENE 00Z AND CRS TO SCENE
K

1908 ≥CLK ≥CLBC ≥ ≥500 ≥HR MSG K (CUBAN SHIPS STILL CALLS ON 500)

1908 ≥NMG ≥WAKL ≥432 ≥454 ≥K (KING/WAKL CALLS TO CFM ETA / GIVE
CRS)

1911 ≥NMG ≥WAKL ≥432 ≥454 ≥OUR ETA IS 06/0000Z PRESENT COURSE IS
110 AND COURSE TO SITE IS 150 = K

1912 ≥WAKL ≥NMG ≥454 ≥432 ≥DO YOU HAVE HF VOICE? K

1912 ≥NMG ≥WAKL ≥432 ≥454 ≥NO K

1913 ≥WAKL ≥NMG ≥ ≥ ≥DO YOU HAVE HF RATT? K

1913 ≥NMG ≥WAKL ≥ ≥ ≥NO K

1914 ≥WAKL ≥NMG ≥ ≥ ≥R WAIT

1918? ≥WAKL ≥NMG ≥ ≥ ≥CONTINUE TO SCENE AND HAVE 30 MINUTE COMMS SKED WITH NMG K

1918? ≥NMG ≥WAKL ≥ ≥ ≥WE ARE NOT NOW PROCEEDING TO SCENE K

1920? ≥WAKL ≥NMG ≥ ≥ ≥WHY NOT GOING? TO SCENE AND HAVE YOU HEARD FM 3EGL? 3EGL K

1920 ≥NMG ≥WAKL ≥ ≥ ≥WE HAVE NOT BEEN DIRECTED TO SCENE BY DUYH OR BY COAST GUARD = ARE YOU DIRECTING US TO GO TO THE SCENE? K

1925 ≥WAKL ≥NMG ≥ CG NEW ORLEANS REQ YOU PROCEED TO SEEN AND EVERY 30 MINS COMMS WITH US K

1925 ≥NMG ≥WAKL ≥ ≥ ≥R UNDERSTAND WAIT

1926 ≥NOTIFIED CAPT. KOONTZ THAT COAST GUARD NEW ORLEANS IS DIRECTING HIM TO PROCEED TO THE SCENE OF THE DISTRESS.

1926 ≥NMG ≥WAKL ≥ ≥ ≥NOW DIVERTING K

1927 ≥WAKL ≥NMG ≥ ≥ ≥R QSX 2000Z OUT

1930 ≥NMA ≥DU?? ≥ ≥500 ≥ (QRM ON 500 FROM OTHER STATIONS CALLING)

1930 ≥NMA ≥DUYH ≥ ≥500 ≥K

1931? ≥WLO ≥WAKL ≥ ≥500 ≥UP 432/454 K

1931? ≥WAKL ≥WLO ≥ ≥500 ≥R UP =

1932? ≥WLO ≥WAKL ≥434 ≥454 ≥PLS REPEAT UR COPY OF DUYH SOS K

1934? ≥WAKL ≥WLO ≥454 ≥434 ≥DUYH = IN POSITION LAT 24.20.5N LONG 85.18.4W NOW SHIP LISTING 20 DEGREES 2 LIFEBOATS BROKEN BADLY NEEDS ASSISTANCE = MASTER MV Balsa34 = DE WLO =

1939? ≥ ≥WAKL ≥500 ≥500 ≥TUNE UP TRANSMITTER AND SIGN "DE WAKL"

1940? ≥DUYH ≥BLIF ≥ ≥500 ≥NOW WAKL QSA3

1941? ≥WAKL ≥DUYH ≥ ≥500 ≥PLS QSP (RELAY) MESSAGE TO COAST GUARD

1942 ≥DUYH ≥WAKL ≥ ≥500 ≥QRV (I AM READY)

1943 ≥WAKL ≥DUYH ≥ ≥500 ≥MV Balsa34/DUYH CK NC DEC 5 WO94 UTC
USCGARD KEYWEST = MV Balsa34 MANILA 20 CREW FILIPINO VESSEL LISTING
TO/STARBOARD AABT 18-20 DEGREES DUE LASHING AND SHORING GIVEWAY
CARGO/OF STEEL RAILS FROM PHILADELPHIA TO TAMPICO MEXICO TWO LIFE
BOAT WERE ACCIDENTALLY CAST OFF BY CREW ONE RECOVERED OTHER COULD
NOT DUE ROUGH SEAS VESSEL REVERSE COURSE HEADING FOR KEYWEST
POSITION 1420 HRS 24-19N 085-18W COURSE 080 T REQUEST ASSISTANCE
THANKS

= MASTER + ≥ ≥ ≥ ≥

1945-48 ≥ ≥ ≥500 ≥500 ≥SS KING ENGAGED IN DISTRESS TRAFFIC ON 500

1948? ≥NMG ≥WAKL ≥500 ≥500 ≥RELAYED MSG FROM DUYH TO NMG/NEW
ORLEANS

1953? ≥WAKL ≥NMG ≥500 ≥500 ≥QSL MSG

1954 ≥DUYH ≥ ≥ ≥500 ≥STATION CALLING "Balsa34"

1956? ≥WAKL ≥WNU ≥500 ≥500 ≥ARE YOU U ON QSO WITH DUYH?

1957? ≥WNU ≥WAKL ≥500 ≥500 ≥C (YES) K (GO AHEAD) (SLIDELL
RADIO/WNU)

1958? ≥WAKL ≥WNU ≥500 ≥500 ≥TELL HIM TO LISTEN NMA ON 440 AND GO
UP 4 MHZ ASK HIS FREQ ON 4 MHZ K ≥

1959? ≥DUYH ≥WAKL ≥500 ≥500 ≥(NOT SURE IF I RELAYED OR IF DUYH
HEARD IT DIRECTLY FROM WNU SLIDELL RADIO BUT INFO WAS PASSED TO
"Balsa34")

2000 ≥WAKL ≥DUYH ≥500 ≥500 ≥UP 4224.5 4224.5/440

2001 ≥WAKL ≥???? ≥500 ≥500 ≥NW NMG UP 440/4334.5

...../UTC...-...STATION....-...FREQUENCY...-.....
.....

≥ TIME ≥CALLED CALLING≥ QSW ≥ QSX ≥PARTICULARS OF COMMUNICATION
≥

'—.....

2035 ≥NMG ≥WAKL ≥454 ≥432 ≥QRV (I DID NOT LOG THIS COMMUNICATION)

2045-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

2100 ≥ ≥ ≥ ≥500 ≥NO LOG ENTRY WAS MADE FROM 2148-2107Z.

2107 ≥WAKL ≥NMG ≥ ≥500 ≥K

2112 ≥NMN ≥WAKL ≥500 ≥500 ≥K (DELAY AND LACK OF LOGGING ENTRIES WERE CAUSED BY THE FACT THAT I WAS BUSY TRYING TO FIND OUT WHY MY MAIN 500 KHZ TRANSMITTER FAILED. I WAS TROUBLE SHOOTING THE TRANSMITTER. THE OSCILLATOR IS STILL WORKING, THE RESISTOR POWER DIVIDER NETWORK IS OK, HIGH VOLTAGE IS PRESENT ON TUBE CAPS, BUT I DON'T GET ANY OUTPUT!)

2112 ≥WAKL ≥NMG ≥ ≥500 ≥UP 454/432 K

2112 ≥NMG ≥WAKL ≥500 ≥500 ≥R UP =

2112 ≥NMG ≥WAKL ≥454 ≥432 ≥QRV K (I AM READY TO COPY, GO AHEAD)

2112 ≥WAKL ≥NMG ≥432 ≥454 ≥REQUEST YOUR NEXT ORIGINAL PORT OF CALL K

2114? ≥NMG ≥WAKL ≥454 ≥432 ≥QTC1 (I HAVE ONE MESSAGE TO SEND)

2115 ≥WAKL ≥NMG ≥432 ≥454 ≥QRV K (I AM READY TO COPY, GO AHEAD)

2115-18 ≥(SPLIT≥PHONE WATCH) ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

2115 ≥NMG ≥WAKL ≥454 ≥432 ≥(??NMG ASKS FOR UPDATED ETA- NOT SURE)

2130 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

2131 ≥WAKL ≥NMG ≥432 ≥454 ≥QSL UR MSG (I ACKNOWLEDGE YOUR MESSAGE)

2145-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

2200 ≥ ≥ ≥ ≥500 ≥TOO BUSY TO MAKE LOG ENTRIES, WATCH KEPT.

2208 ≥NMG ≥WAKL ≥ ≥500 ≥K (COMSTA NEW ORLEANS DOESN'T ANSWER)

2212 ≥NMG ≥WAKL ≥ ≥500 ≥QTC K (COMSTA NEW ORLEANS STILL NO ANSWER)

2214 ≥NMG ≥WAKL ≥ ≥500 ≥QTC K (COMSTA NEW ORLEANS STILL NO ANSWER)

2214 ≥DUYH ≥WAKL ≥ ≥500 ≥QTC K ("BALSA34" DOESN'T ANSWER EITHER!)

2215-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

2218 ≥NMG ≥WAKL ≥ ≥500 ≥QTC K

2218 ≥WAKL ≥NMG ≥500 ≥500 ≥UP 432/454 K (NMG PERSISTS IN MOVING OFF)

2219 ≥NMG ≥WAKL ≥454 ≥432 ≥SENT MSG O 05/2209Z DEC 90 (RE: ETA)

2222 ≥WAKL ≥NMG ≥432 ≥454 ≥QSL1

2230 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

2245-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

2254 ≥WAKL ≥3EGL ≥ ≥500 ≥HE K

2254 ≥3EGL ≥WAKL ≥ ≥500 ≥R QRV K

2255 ≥WAKL ≥3EGL ≥ ≥500 ≥RE DUYH DISTRESS: WE HAVE COPIED MSG EXCHANGE BETWEEN YOU AND NMG = THEN WE PROCEED TO OUR DESTINATION - + (CROSS (+) MEANS "END OF MESSAGE")

2257 ≥3EGL ≥WAKL ≥ ≥500 ≥WE CANNOT RELEASE YOU PLS QSO NMG OR DUYH (THE MASTER OF THE "KING" CAN NOT RELEASE THE "TEXACO CARIBBEAN" I TELL HIM TO CONTACT EITHER U.S.C.G. NEW ORLEANS/NMG OR "BALSA34/DUYH".)

RADIO OFFICERS NOTE: "BALSA34/DUYH" SHOULD BE ON 500 KHZ CONTROLLING THE DISTRESS TRAFFIC, BUT THE U.S.C.G. MIAMI TOOK "BALSA34" OFF FREQUENCY.

2300 ≥NMG ≥WAKL ≥ ≥500 ≥QSO 3EGL + (COAST GUARD COMSTA NEW ORLEANS THIS IS "KING/WAKL", CONTACT "TEXACO CARIBBEAN" ON 500 KHZ, OUT)

2300 ≥NMG ≥3EGL ≥ ≥500 ≥K

2301 ≥3EGL ≥NMG ≥ ≥500 ≥UP 454/432 K

2301 ≥NMG ≥3EGL ≥ ≥500 ≥R UP =

2305 ≥DUYH ≥WAKL ≥ ≥500 ≥QTC1 (I HAVE ONE MESSAGE FOR YOU)

2307? ≥WAKL ≥BLIF ≥ ≥500 ≥DUYP QSO WITH NMA ON 422.5/4337

2313 ≥DUYH ≥WAKL ≥ ≥500 ≥PLS ADVISE CURRENT QTH, SPEED AND COURSE

NOTE: ≥I SENT THIS AS A BLIND TRANSMISSION IN HOPES THAT DUYH MAY HEAR ME.

2315-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

2326? ≥NMG ≥WAKL ≥ ≥500 ≥QTC1 K

2326? ≥WAKL ≥NMG ≥ ≥500 ≥QRV

2327 ≥NMG ≥WAKL ≥ ≥500 ≥SENT SOS MESSAGE #2 FOR DUYH VIA NMG

2329 ≥WAKL ≥NMG ≥ ≥500 ≥QSL +

2332 ≥BLIF ≥WAKL ≥ ≥500 ≥K (I MISSED ONE FREQUENCY GIVEN AT 2207(?))

2335 ≥CQ ≥WAKL ≥ ≥500 ≥ANYONE KNOW WHAT FREQ DUYH IS USING ON 4?

.....(CQ IS A GENERAL CALL TO ALL STATIONS)

...../.UTC...STATION...FREQUENCY... ..

≥ TIME ≥CALLED CALLING≥ QSW ≥ QSX ≥PARTICULARS OF COMMUNICATION
≥

'.....—.....

05/0210 ≥NMG ≥WAKL ≥454 ≥432 ≥R WAIT (I GO GET ETA FROM BRIDGE)

0214 ≥NMG ≥WAKL ≥454 ≥432 ≥WHY DO YOU MOVE DISTRESS AWAY FROM 500?

0217 ≥WAKL ≥NMG ≥432 ≥454 ≥WE TAKE DISTRESS TFC OFF BECAUSE DISTRESS TRAFFIC IS NOT ON 500 AND ALSO COMMERCIAL CAN WORK THEIR TRAFFIC HW K

0217 ≥NMG ≥WAKL ≥454 ≥432 ≥R WAIT

0218 ≥CQ ≥WAKL ≥500 ≥500 ≥SENT SOS INFO BULLETIN #4 - KING/WAKL NOW IN CONTACT WITH BALSA34/DUYH AND USCG CUTTER PETREL/NACN IS APPROX. 40 MILES AWAY FROM KING/WAKL STOP OUR ETA AT BALSA34/DUYH IS NOW 06/0200Z.

0223 ≥NMG ≥WAKL ≥454 ≥432 ≥QTC1 QRV? (SEND SOS INFO #4)

0230 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

0235 ≥WAKL ≥NMG ≥432 ≥454 ≥QSL (HE ACKNOWLEDGES MY #4)

0244 ≥DUYH ≥WAKL ≥ ≥VHF-16 SPOKE TO MASTER "BALSA34" & RADIO OFFICER. I ASKED THE RADIO OFFICER IF THE CAPTAIN OF "BALSA34" WANTED TO SEND QUM (NORMAL WORKING MAY NOW RESUME) ON 500 KHZ SO THAT THE RADIO OFFICERS COPYING THE DISTRESS CAN GO OFF WATCH AS IT IS LATE.

0254-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

0250 ≥CQ ≥WCC ≥ ≥500 ≥TFC LIST QSW HF (WCC ON CAPE COD, MASS.)

0258 ≥CQ ≥DUYH ≥ ≥500 ≥QTC = USCG PETREL ON OUR VICINITY TO ESCORT US TO TAMPA STOP ALL VESSEL QUM (NORMAL WORKING CAN RESUME) ON 500 KHZ = MASTER + ≥

0259 ≥DUYH ≥WAKL ≥500 ≥500 ≥RRR QUM GL GN (RECEIVED QUM, GOOD LUCK, GOOD NIGHT) ≥

0259 ≥WAKL ≥DUYH ≥500 ≥500 ≥R TKS (RECEIVED, AND THANKS!)

0300 ≥ ≥ ≥ ≥500 ≥OFF WATCH D J RING, AUTO ALARM ON

06/0400 ≥(PER MASTER) ≥ ≥ ≥RELEASED BY U.S.C.G.C. PETREL

06/1300 ≥ ≥ ≥ ≥500 ≥ON WATCH D J RING, AUTO ALARM OFF

1315-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1330 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1342 ≥VVV ≥WJMV ≥ ≥500 ≥+

1345-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1400 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF

1430 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1445-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1448 ≥CQ ≥NMA ≥ ≥500 ≥CG MARINE INFO BCST QSW 440 KHZ +

1500 ≥CQ ≥NMA ≥ ≥500 ≥CG MARINE INFO BCST QSW 440 KHZ +

1515-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1530 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1545-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1600 ≥CQ ≥WLO ≥ ≥500 ≥TFC LIST QSW 434/2055.5 AND HF

1615-18 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1625 ≥CQ ≥CLA ≥ ≥500 ≥TFC LIST QSW 476/HF =

1630 ≥CQ ≥WNU ≥ ≥500 ≥TFC LIST AND WX (WEATHER) QSW 478/HF =

1633 ≥CQ ≥KLC ≥ ≥500 ≥TFC LIST QSW 484/HF =

1639 ≥WJMV ≥WAKL ≥ ≥500 ≥UP 468 K

1640 ≥WAKL ≥WJMV ≥ ≥500 ≥GM UP =

1640 ≥WJMV ≥WAKL ≥468 ≥468 ≥GM BEN (I ASK TECHNICAL QUESTIONS ABOUT MY MAIN MEDIUM FREQUENCY TRANSMITTER. HE AGREES WITH ME THAT I HAVE BLOWN OUT A CAPACITOR.) ≥

1642 ≥WAKL ≥WJMV ≥468 ≥468 ≥I AGREE = U HAVE TFC ON WLO'S 1635Z LIST

1642 ≥WJMV ≥WAKL ≥468 ≥468 ≥PLS HR NO RADIO TELEX, PLS QSP (RELAY)
OK?

1643 ≥WAKL ≥WJMV ≥468 ≥468 ≥OK DAVE QRX 500 +

1645-48 ≥ ≥ ≥ ≥500 ≥SILENT PERIOD OBSERVED NO SIGNALS HEARD

1655 ≥WAKL ≥WJMV ≥ ≥500 ≥K

1655 ≥WJMV ≥WAKL ≥ ≥500 ≥UP =

1656 ≥WAKL ≥WJMV ≥468 ≥468 ≥HR QTC1 FM WLO QRV? (1 MESSAGE,
READY?)

1656 ≥WJMV ≥WAKL ≥468 ≥468 ≥QRV K (I AM READY, GO AHEAD)

1657 ≥WAKL ≥WJMV ≥468 ≥468 ≥SENDS TLX ZCZC 101164 MOBILE
RADIO/WLO

1703 ≥WJMV ≥WAKL ≥468 ≥468 ≥QSL TKS SU (ACKNOWLEDGED, THANKS,
SEE YOU)

.....

[Traffic next >>>]

1757Z DEC 5 1990

SOS

MV Balsa34/DUYH 24-20.9N 086-35W SHIP LISTING 20 DEGREES 2 LIFE BOATS
BROKEN BADLY NEED ASSISTANCE =

MASTER

ENDS

RECEIVED ON BOARD SS KING/WAKL AT 05/1758Z FROM MV Balsa34/DUYH

THIS MESSAGE WAS NOT PRECEDED BY AUTO ALARM SIGNAL.

RECEIVED BY: DAVID J. RING, JR., R.E.O., S.S. KING/WAKL

ON 500 KHZ.

GIVEN IN HAND TO L.H. KOONTZ, MASTER AT 1859Z.

+++

SOS 2 S/S KING/WAKL CK NC 05/2312Z December '90

MV Balsa34/DUYH

VIA NMA USCG COMSTA MIAMI

PLS ADVISE CURRENT QTH, SPEED AND COURSE =

MASTER

SENT TO USCG COMMSTA NMG FOR RELAY TO MV Balsa34/DUYH

AT 05/2329Z December '90

ON 500 KHZ /DR

+++

SOS 2 S/S KING/WAKL CK NC 05/2312Z December '90

MASTER

MV Balsa34/DUYH

PLS ADVISE CURRENT QTH, SPEED AND COURSE =

MASTER

SENT TO MV BALSA34/DUYH AT 05/2348Z December '90

ON 454/454 KHZ BY D J RING, REO S/S KING/WAKL

+++

FM MV BALSA34/DUYH NR 1 CK NC 5 2353 UTC

MASTER

MV KING/WAKL

POSN AT 1850 LTIME LAT 24.42.6N LONG 84-46.5W COURSE 033 T SPEED 9 KTS =

MASTER

RECEIVED FROM BALSA34/DUYH 05/2353Z December '90

454/454

BY D J RING, REO

S/S KING/WAKL

+++

05/2209Z December '90

FM S/S KING/WAKL

TO COGARD RCC NOLA

BT

A. DISTRESS MV BALSA34

1. OUR ETA AT THAT VESSEL IS 05/1915 LOCAL OR 06/0015Z.

HAVE REQUESTED OF MASTER, BALSA34/DUYH HIS PRESENT SPEED AND NATURE OF ASSISTANCE REQUIRED.

MASTER

SENT TO USCG COMMSTA NOLA/NMG AT 05/222Z December '90

ON 434/454 KHZ

BY: David J. Ring, Jr., REO

S/S KING

05/2234Z December '90

+++

05/2209Z DEC 90

FROM USCG NMG

REQ. YOU PROCEED AND DISTRESSED VESSEL DUYH AND REMAIN ON SCENE UNTIL COAST GUARD CUTTER PETREL ARRIVES ON SCENE TO RELIEVE YOU OF ESCORT DISTRESSED VSL DUYH POSN 2425N 08458W CSE 034 SPD 8 KTS MIAMI RCC HAS REQD DUYH SLOW SPEED UNTIL ESCORT ARRIVES ON SCENE. REQ YOU REMAIN AT LEAST WITHIN VHF FM RANGE OF DISTRESSED VSL ONCE COGARD GUARD CUTTER PETREL ARRIVES ON SCENE INTEND TO ESCORT VSL ENR TAMPA, FL REQ TO KNOW IF U HAVE ANY INFO YOU WOULD LIKE US TO PASS TO YOUR AGENT/OWNER IN REGARDS TO DIVERSION FOR DISTRESS. IF SO REQ AGENT OWNER INFO ALSO. TKS. +

+++

05/2244Z December '90

RECEIVED FROM USCG COMSTA/NMG

05/2244Z December '90

NACN NO MF IMI NO MF

SOS 3 WAKL 06/014Z December '90

CQ WE HAVE CONTACTED USCC AIRCRAFT 2132 ON VHF-FM AND HE GAVE US COURSE AND DISTANCE TO DUYH STOP WE ARE PROCEEDING TOWARDS DUYH AT FLANK SPEED.

MASTER

+++

SOS INFO NR 4 SS KING/WAKL 06/0218Z December '90

CQ

KING/WAKL NOW IN CONTACT WITH BALSA34/DUYH AND USCG CUTTER
PETREL/NACN IS APPROXIMATELY 40 MILES AWAY FROM KING/WAKL STOP OUR
ETA AT BALSA34/DUYH IS NOW 06/0300Z.

MASTER

SENT TO ALL STATIONS AT 06/0218Z ON 500 KHZ

REPEATED TO USCG COMSTA NOLA/NMG ON 454/432 AT 06/0235Z

BY D J RING, REO

S/S KING/WAKL

+++

CQ CQ CQ DE DUYH DUYH DUYH QTC

BT

USCG PETREL ON OUR VICINITY TO ESCORT US TO TAMPA STOP ALL VESSELS
QUM ON 500 KHZ -

MASTER

RECEIVED AT 06/0259Z December '90 ON 500 KHZ FROM MV BALSA34/DUYH

BY D J RING, REO

S/S KING/WAKL

06/259Z

QUM = NORMAL WORKING MAY NOW RESUME (DISTRESS COMMUNICATIONS
ONLY PHASE IS OVER)

+++

[Company Corres. next >>>]

S/S KING

American Heavy Lift Shipping Co.
15355 Vantage Parkway, West
Suite #200
Houston, TX 77032

December 8, 1990

Mr. Nathan Powell

Fleet Manager

American Heavy Lift Shipping Co.

15355 Vantage Parkway, West

Suite # 200

Houston, TX 77032

Via L. H. Koontz, Master.

Mr. Powell:

Re: Radio Log - Distress of MV Balsa34/DUYH.

Please find enclosed two copies (original and duplicate) of the S/S KING/WAKL Radio Log for December 5, 1990 which includes all distress communications logged at this station during the distress of the MV Balsa 34/DUYH.

In accordance with U.S.C. 80.409 (b)(1)(iii) these log books are required to be retained for a period of three years, however under certain circumstances may require longer retention.

Please retain the Original and forward the Copy to the Secretary, Federal Communications Commission, 1313 M Street, Washington, DC via certified mail, return receipt requested.

Please send me a written letter of acknowledgement, acknowledging your receipt of this log book, and your transmittal of the copy of this log book to the Secretary, F.C.C., Washington, DC.

Sincerely,

David J. Ring, Jr.

Radio-Electronics Officer

S/S KING/WAKL

Via L. H. Koontz, Master

DJR:djr

Enclosures: Original Distress Log with all supporting message traffic.

Duplicate of above for submission to Secretary, F.C.C., Washington, DC

CC: LeRoy H. Koontz, Master

CC: David J. Ring, Jr., REO

CC: Ship Files, Radio Room (w/attachments)

+++

