



**U.S. DEPARTMENT OF COMMERCE**  
National Oceanic and Atmospheric Admin.  
NATIONAL OCEAN SERVICE  
Office of Response & Restoration  
Assessment & Restoration Division

**DATE:** October 30, 2006

**TO:** T/V *Margara* Incident Administrative Record

**FROM:** Kevin Kirsch, Regional Resource Coordinator

**SUBJECT:** Extraction graphics provided by Alexakos and Simpson, Inc. on May 10, 2006

The attached graphics were provided by Capt. Paul W. Simpson, a marine surveyor with Alexakos and Simpson, Inc., during a meeting between representatives of the Trustees and the Responsible Party's consultants, Continental Shelf Associates (CSA), Inc. and Alexakos and Simpson, Inc., on the afternoon of May 10, 2006 at the Alexakos and Simpson, Inc. office at 562 Trigo St., 1-A, San Juan, PR 00907. The following individuals were present at that meeting and received these graphics from Capt. Simpson:

Bruce Graham and Tim Shaw, CSA  
Craig Lilyestrom, Puerto Rico Department of Natural and Environmental Resources (PRDNER)  
Tim Reilly, Jim McKenna, and Jonathon Grant, Lighthouse Technical Consultants, Inc. (LTCI)  
Tom Moore, Sean Meehan, and Kevin Kirsch, NOAA

Capt. Simpson's provided and used these two graphics in explaining how the T/V *Margara* was extracted with tug assist after grounding on April 27, 2006. The first graphic, labeled "MARGARA 27 APR 06" and on Alexakos and Simpson, Inc. letterhead (Graphic #1), is Capt. Simpson's illustration of the position and bearing of the ship as it was extracted along 1000 linear meters by Simpson's estimates. Capt Simpson indicated that the positions on this graphic were taken from the vessel's GPS. The second graphic is Capt. Simpson's illustration of the grounding location and extraction overlaid on a portion of NOAA Chart 25681, 16<sup>th</sup> Ed. Apr 03. This graphic includes dates and times for the vessel position at the time of initial grounding and through the extraction.

**NOTE REGARDING GRAPHIC #1:** On the morning of May 11, 2006, PRDNER, NOAA and CSA personnel attempted to locate the areas of impact at the coordinates on Graphic #1. It was discovered that these coordinates did not coincide with coordinates taken by PRDNER staff at the bow of the vessel while it was still aground and, further, corresponded to a location where water was too deep for the ship to have grounded. Upon returning to shore that afternoon, Capt. Simpson was asked about the inconsistency in the reported coordinates by the dive team and advised that he had made an error in transcribing the longitudinal coordinates appearing on Graphic #1. He advised the longitudinal coordinates should have read 66° 43.8'W for the northern position and 66° 43.7 W' for the southern position. Injuries to resources were discovered at the site at the corrected locations that afternoon.



Alexakos and  
Simpson, Inc.  
Marine Surveyors & Consultants

"MARGARET"  
27 APR 06

HALF AHEAD

075°

LOW POWER TUG

17° 57.175' N  
66° 43.08' W

DRIFTING

ENTERING

17° 57.03' N  
66° 43.07' W

TUG ASSIST  
ROTATION

219°

141°

1,000 m.



