

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
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(954) 523-2906 Office
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October 16, 2020

To: Michell Smith, Environmental Manager, Florida DEP
From: Rocco Galletta, Vice President, IDC

Re: Osborne Reef Tire Mitigation SW238-18: Progress Report Task 18 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-18 Part A on September 14, 2020 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From September 14, 2020 to October 16, 2020, four or five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Scully* Dive Support Vessels (DSV). The combination of one to three DSV's working together, each with a four or five-diver team, collected a total of 7,500 tires. The *Reef Tender*, *Reef Tender* and *Scully* teams pre-rigged tires from the low-density hard bottom reef edge in Priority area 1 along the west edge of the Osborne site, as per instructions from Pat Quinn PhD. Broward County ERM. These two teams used an unmoored vessel technique that uses SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Scully* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for SCUBA diving operations but unfavorable for crane operations due to high wind or swells. IDC has also added a full-time coordinator to manage the higher volume of trailers (up to six per week) generated by the additional boats and crews, a full-time mechanic for outboard engine and crane maintenance and repair, and a shop worker dedicated to filling pressurized cylinders needed for both surface supplied and SCUBA diving. In addition, IDC purchased fifty 1 ¼" shackles and has made 200 extra tire slings which are dedicated for pre-rigging up to 1,500 tires for pick up by the *Reef Ranger* crane and 4 new cargo nets used to transport tires from the deck of the barge to the hauling container.

The 7,500 tires were recovered and emptied into nine 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied air diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and air breathing gas. All the tires collected by the *Reef Ranger* DSV were lifted in 30 tire clusters with the on-board crane. The tire bundles were placed in cargo nets lined with

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filter fabric which were deployed in the self-bailing hold of the *Reef Ranger*. The *Reef Tender* and *Scully* teams used an innovative pre-rigging method, the two teams used the 200 slings to pre-rig bundles of 30 tires, up to 1,500 tires for later collection by the *Reef Ranger* when the weather permits. The pre-rigged bundles have 30 tires each with a large 1 ¼” shackle connecting each bundle to the crane hook. Slings the tires together facilitates efficient picking of the load off the bottom by the *Reef Ranger* and allowed for efficient unloading into the 100 cubic yard trailers using a dedicated PEV certified land crane set up and operated by IDC at Berth 28F.

Trailer No. 408 had 900 (356 tires from Task 17 B and 544 Tires from Task 18 A), Trailer No. 409 had 900 tires, Trailer No. 410 had 900 tires, Trailer No. 411 had 840 tires, Trailer No. 412 had 900 tires, Trailer No. 413 had 840 tires, Trailer No. 414 had 901 tires, Trailer No. 415 had 810 tires, Trailer 416 had the remaining 865 tires and will be taken once it is full. The weight of the trucks with tires was more than 70,500 lbs. for each trailer load listed. The number of tires in each trailer varies based on the sand and crushed shell material found in the recovered tires. We make these adjustments to maintain a legal FDOT highway weight limit of 80,000 lbs.

There was no significant or persistent turbidity observed during the collection, transport and unloading of the tires. IDC has continued to adhere to all the permit requirements for this project while finding innovative ways to improve our safety while increasing our efficiency. The pre-rigging of tires by SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Scully* is the way we are significantly increasing overall productivity and efficiency. This technique allows us to continue working in weather conditions that are unsuitable for crane operations offshore. In these less than favorable conditions we are unable to use mechanical lifting capabilities because of the rapid and unpredictable movement caused by wave turbulence and high wind, but we can safely deploy divers to collect and bundle tires on bottom where turbulent surface conditions will not affect them. These bundles are then picked up by the *Reef Ranger* when seas are more favorable for crane operations.

Task Order #18 A was invoiced on October 16, 2020. The total number of tires collected for SW238 through October 16, 2020 was 253,230. The total number of tires collected for SW232 and SW238 combined is 347,934 tires.

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August 17, 2020

To: Michell Smith, Environmental Manager, Florida DEP
From: Rocco Galletta, Vice President, IDC

Re: Osborne Reef Tire Mitigation SW238-17: Progress Report Task 17 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-17 Part A on July 30, 2020 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From July 30, 2020 to August 17, 2020, four or five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Scully* Dive Support Vessels (DSV). The combination of one to three DSV's working together, each with a four or five-diver team, collected a total of 7,500 tires. The *Reef Tender*, *Reef Tender* and *Scully* teams pre-rigged tires from the low-density hard bottom reef edge in Priority area 1 along the west edge of the Osborne site, as per instructions from Pat Quinn PhD. Broward County ERM. These two teams used an unmoored vessel technique that uses SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Scully* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for SCUBA diving operations but unfavorable for crane operations due to high wind or swells. IDC has also added a full-time coordinator to manage the higher volume of trailers (up to six per week) generated by the additional boats and crews, a full-time mechanic for outboard engine and crane maintenance and repair, and a shop worker dedicated to filling pressurized cylinders needed for both surface supplied and SCUBA diving. In addition, IDC purchased fifty 1 ¼" shackles and has made 200 extra tire slings which are dedicated for pre-rigging up to 1,500 tires for pick up by the *Reef Ranger* crane and 4 new cargo nets used to transport tires from the deck of the barge to the hauling container.

The 7,500 tires were recovered and emptied into ten 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied air diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and air breathing gas. All the tires collected by the *Reef Ranger* DSV were lifted in 30 tire clusters with the on-board crane. The tire bundles were placed in cargo nets lined with

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filter fabric which were deployed in the self-bailing hold of the *Reef Ranger*. The *Reef Tender* and *Scully* teams used an innovative pre-rigging method, the two teams used the 200 slings to pre-rig bundles of 30 tires, up to 1,500 tires for later collection by the *Reef Ranger* when the weather permits. The pre-rigged bundles have 30 tires each with a large 1 ¼” shackle connecting each bundle to the crane hook. Slings the tires together facilitates efficient picking of the load off the bottom by the *Reef Ranger* and allowed for efficient unloading into the 100 cubic yard trailers using a dedicated PEV certified land crane set up and operated by IDC at Berth 28F.

Trailer No. 391 had 840 (508 tires from Task 16 B and 332 Tires from Task 17 A), Trailer No. 392 had 900 tires, Trailer No. 393 had 840 tires, Trailer No. 394 had 960 tires, Trailer No. 395 had 900 tires, Trailer No. 396 had 900 tires, Trailer No. 397 had 900 tires, Trailer No. 398 had 810 tires, Trailer 399 had 902 tires, Trailer 400 had the remaining 56 tires and will be taken once it is full. The weight of the trucks with tires was more than 70,000 lbs. for each trailer load listed. The number of tires in each trailer varies based on the sand and crushed shell material found in the recovered tires. We make these adjustments to maintain a legal FDOT highway weight limit of 80,000 lbs.

There was no significant or persistent turbidity observed during the collection, transport and unloading of the tires. IDC has continued to adhere to all the permit requirements for this project while finding innovative ways to improve our safety while increasing our efficiency. The pre-rigging of tires by SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Scully* is the way we are significantly increasing overall productivity and efficiency. This technique allows us to continue working in weather conditions that are unsuitable for crane operations offshore. In these less than favorable conditions we are unable to use mechanical lifting capabilities because of the rapid and unpredictable movement caused by wave turbulence and high wind, but we can safely deploy divers to collect and bundle tires on bottom where turbulent surface conditions will not affect them. These bundles are then picked up by the *Reef Ranger* when seas are more favorable for crane operations.

Task Order #17 A was invoiced on August 17, 2020. The total number of tires collected for SW238 through August 17, 2020 was 238,230. The total number of tires collected for SW232 and SW238 combined is 332,934 tires.

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July 7, 2020

To: Michell Smith, Environmental Manager, Florida DEP
From: Rocco Galletta, Vice President, IDC

Re: Osborne Reef Tire Mitigation SW238-16: Progress Report Task 16 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-16 Part A on June 21, 2020 with up to three, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From June 21, 2020 to July 6, 2020, four or five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Scully* Dive Support Vessels (DSV). The combination of one to three DSV's working together, each with a four or five-diver team, collected a total of 7,500 tires. The *Reef Tender*, *Reef Tender* and *Scully* teams pre-rigged tires from the low-density hard bottom reef edge in Priority area 1 along the west edge of the Osborne site, as per instructions from Pat Quinn PhD. Broward County ERM. These two teams used an unmoored vessel technique that uses SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Scully* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for SCUBA diving operations but unfavorable for crane operations due to high wind or swells. IDC has also added a full-time coordinator to manage the higher volume of trailers (up to six per week) generated by the additional boats and crews, a full-time mechanic for outboard engine and crane maintenance and repair, and a shop worker dedicated to filling pressurized cylinders needed for both surface supplied and SCUBA diving. In addition, IDC purchased fifty 1 ¼" shackles and has made 200 extra tire slings which are dedicated for pre-rigging up to 1,500 tires for pick up by the *Reef Ranger* crane and 4 new cargo nets used to transport tires from the deck of the barge to the hauling container.

The 7,500 tires were recovered and emptied into ten 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied air diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and air breathing gas. All the tires collected by the *Reef Ranger* DSV were lifted in 30 tire clusters with the on-board crane. The tire bundles were placed in cargo nets lined with

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filter fabric which were deployed in the self-bailing hold of the *Reef Ranger*. The *Reef Tender* and *Scully* teams used an innovative pre-rigging method, the two teams used the 200 slings to pre-rig bundles of 30 tires, up to 1,500 tires for later collection by the *Reef Ranger* when the weather permits. The pre-rigged bundles have 30 tires each with a large 1 ¼” shackle connecting each bundle to the crane hook. Slings the tires together facilitates efficient picking of the load off the bottom by the *Reef Ranger* and allowed for efficient unloading into the 100 cubic yard trailers using a dedicated PEV certified land crane set up and operated by IDC at Berth 28F.

Trailer No. 374 had 900 (898 tires from Task 15B and 2 Tires from Task 16 A), Trailer No. 375 had 930 tires, Trailer No. 376 had 900 tires, Trailer No. 377 had 900 tires, Trailer No. 378 had 930 tires, Trailer No. 379 had 900 tires, Trailer No. 380 had 900 tires, Trailer No. 381 had 900 tires, Trailer 382 had 900 tires, and Trailer 383 the remaining 238 tires and will be taken once it is full. The weight of the trucks with tires was more than 65,000 lbs. for each trailer load listed. The number of tires in each trailer varies based on the sand and crushed shell material found in the recovered tires. We make these adjustments to maintain a legal FDOT highway weight limit of 80,000 lbs.

There was no significant or persistent turbidity observed during the collection, transport and unloading of the tires. IDC has continued to adhere to all the permit requirements for this project while finding innovative ways to improve our safety while increasing our efficiency. The pre-rigging of tires by SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Scully* is the way we are significantly increasing overall productivity and efficiency. This technique allows us to continue working in weather conditions that are unsuitable for crane operations offshore. In these less than favorable conditions we are unable to use mechanical lifting capabilities because of the rapid and unpredictable movement caused by wave turbulence and high wind, but we can safely deploy divers to collect and bundle tires on bottom where turbulent surface conditions will not affect them. These bundles are then picked up by the *Reef Ranger* when seas are more favorable for crane operations.

Task Order #16 A was invoiced on July 7, 2020. The total number of tires collected for SW238 through July 6, 2020 was 223,230. The total number of tires collected for SW232 and SW238 combined is 317,034 tires.

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May 19, 2020

To: Michell Smith, Environmental Manager, Florida DEP
From: Rocco Galletta, Vice President, IDC

Re: Osborne Reef Tire Mitigation SW238-15: Progress Report Task 15 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-15 Part A on April 22, 2020 with up to three, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From April 22, 2020 to May 19, 2020, four or five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Scully* Dive Support Vessels (DSV). The combination of one to three DSV's working together, each with a four or five-diver team, collected a total of 7,500 tires. The *Reef Tender*, *Reef Tender* and *Scully* teams pre-rigged tires from the low-density hard bottom reef edge in Priority area 1 along the west edge of the Osborne site, as per instructions from Pat Quinn PhD. Broward County ERM. These two teams used an unmoored vessel technique that uses SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Scully* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for SCUBA diving operations but unfavorable for crane operations due to high wind or swells. IDC has also added a full-time coordinator to manage the higher volume of trailers (up to six per week) generated by the additional boats and crews, a full-time mechanic for outboard engine and crane maintenance and repair, and a shop worker dedicated to filling pressurized cylinders needed for both surface supplied and SCUBA diving. In addition, IDC purchased fifty 1 ¼" shackles and has made 200 extra tire slings which are dedicated for pre-rigging up to 1,500 tires for pick up by the *Reef Ranger* crane and 4 new cargo nets used to transport tires from the deck of the barge to the hauling container.

The 7,500 tires were recovered and emptied into nine 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied air diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and air breathing gas. All the tires collected by the *Reef Ranger* DSV were lifted in 30 tire clusters with the on-board crane. The tire bundles were placed in cargo nets lined with

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filter fabric which were deployed in the self-bailing hold of the *Reef Ranger*. The *Reef Tender* and *Scully* teams used an innovative pre-rigging method, the two teams used the 200 slings to pre-rig bundles of 30 tires, up to 1,500 tires for later collection by the *Reef Ranger* when the weather permits. The pre-rigged bundles have 30 tires each with a large 1 ¼” shackle connecting each bundle to the crane hook. Slings the tires together facilitates efficient picking of the load off the bottom by the *Reef Ranger* and allowed for efficient unloading into the 100 cubic yard trailers using a dedicated PEV certified land crane set up and operated by IDC at Berth 28F.

Trailer No. 358 had 840 (58 tires from Task 14 B and 782 Tires from Task 14 B), Trailer No. 359 had 900 tires, Trailer No. 360 had 840 tires, Trailer No. 361 had 900 tires, Trailer No. 362 had 840 tires, Trailer No. 363 had 840 tires, Trailer No. 364 had 900 tires, Trailer No. 365 had 960 tires, Trailer 366 had the remaining 538 tires and will be taken once it is full. The weight of the trucks with tires was more than 75,000 lbs. for each trailer load listed. The number of tires in each trailer varies based on the sand and crushed shell material found in the recovered tires. We make these adjustments to maintain a legal FDOT highway weight limit of 80,000 lbs.

There was no significant or persistent turbidity observed during the collection, transport and unloading of the tires. IDC has continued to adhere to all the permit requirements for this project while finding innovative ways to improve our safety while increasing our efficiency. The pre-rigging of tires by SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Scully* is the way we are significantly increasing overall productivity and efficiency. This technique allows us to continue working in weather conditions that are unsuitable for crane operations offshore. In these less than favorable conditions we are unable to use mechanical lifting capabilities because of the rapid and unpredictable movement caused by wave turbulence and high wind, but we can safely deploy divers to collect and bundle tires on bottom where turbulent surface conditions will not affect them. These bundles are then picked up by the *Reef Ranger* when seas are more favorable for crane operations.

Task Order #15 A was invoiced on May 19, 2020. The total number of tires collected for SW238 through May 19, 2020 was 208,230. The total number of tires collected for SW232 and SW238 combined is 302,934 tires.

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March 25, 2020

To: Michell Smith, Environmental Manager, Florida DEP
From: Rocco Galletta, Vice President, IDC

Re: Osborne Reef Tire Mitigation SW238-14: Progress Report Task 14 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-14 Part A on February 25, 2020 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From February 25, 2020 to March 24, 2020, four or five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Scully* Dive Support Vessels (DSV). The combination of one or two DSV's working together, each with a four or five-diver team, collected a total of 7,500 tires. The *Reef Tender*, *Reef Tender* and *Scully* teams pre-rigged tires from the low-density hard bottom reef edge in Priority area 1 along the west edge of the Osborne site, as per instructions from Pat Quinn PhD. Broward County ERM. These two teams used an unmoored vessel technique that uses SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Scully* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for SCUBA diving operations but unfavorable for crane operations due to high wind or swells. IDC has also added a full-time coordinator to manage the higher volume of trailers (up to six per week) generated by the additional boats and crews, a full-time mechanic for outboard engine and crane maintenance and repair, and a shop worker dedicated to filling pressurized cylinders needed for both surface supplied and SCUBA diving. In addition, IDC purchased fifty 1 ¼" shackles and has made 200 extra tire slings which are dedicated for pre-rigging up to 1,500 tires for pick up by the *Reef Ranger* crane and 4 new cargo nets used to transport tires from the deck of the barge to the hauling container.

The 7,500 tires were recovered and emptied into ten 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied air diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and air breathing gas. All the tires collected by the *Reef Ranger* DSV were lifted in 30 tire clusters with the on-board crane. The tire bundles were placed in cargo nets lined with

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filter fabric which were deployed in the self-bailing hold of the *Reef Ranger*. The *Reef Tender* and *Scully* teams used an innovative pre-rigging method, the two teams used the 200 slings to pre-rig bundles of 30 tires, up to 1,500 tires for later collection by the *Reef Ranger* when the weather permits. The pre-rigged bundles have 30 tires each with a large 1 ¼” shackle connecting each bundle to the crane hook. Slings the tires together facilitates efficient picking of the load off the bottom by the *Reef Ranger* and allowed for efficient unloading into the 100 cubic yard trailers using a dedicated PEV certified land crane set up and operated by IDC at Berth 28F.

Trailer No. 340 had 870 (180 tires from Task 13 B and 690 Tires from Task 14 A), Trailer No. 341 had 841 tires, Trailer No. 342 had 840 tires, Trailer No. 343 had 840 tires, Trailer No. 344 had 840 tires, Trailer No. 345 had 840 tires, Trailer No. 346 had 870 tires, Trailer No. 347 had 841 tires, Trailer 348 had 840 tires, Trailer 349 had the remaining 58 tires and will be taken once it is full. The weight of the trucks with tires was more than 74,000 lbs. for each trailer load listed. The number of tires in each trailer varies based on the sand and crushed shell material found in the recovered tires. We make these adjustments to maintain a legal FDOT highway weight limit of 80,000 lbs.

There was no significant or persistent turbidity observed during the collection, transport and unloading of the tires. IDC has continued to adhere to all the permit requirements for this project while finding innovative ways to improve our safety while increasing our efficiency. The pre-rigging of tires by SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Scully* is the way we are significantly increasing overall productivity and efficiency. This technique allows us to continue working in weather conditions that are unsuitable for crane operations offshore. In these less than favorable conditions we are unable to use mechanical lifting capabilities because of the rapid and unpredictable movement caused by wave turbulence and high wind, but we can safely deploy divers to collect and bundle tires on bottom where turbulent surface conditions will not affect them. These bundles are then picked up by the *Reef Ranger* when seas are more favorable for crane operations.

Task Order #14 A was invoiced on March 25, 2020. The total number of tires collected for SW238 through March 24, 2020 was 193,230. The total tires collected for SW232 and SW238 combined is 287,394 tires.

Industrial Divers Corporation

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January 17, 2020

To: Michell Smith, Environmental Manager, Florida DEP
From: Rocco Galletta, Vice President, IDC

Re: Osborne Reef Tire Mitigation SW238-13: Progress Report Task 13 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-13 part A on December 5, 2019 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From December 5, 2019 to January 16, 2020, four or five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Scully* Dive Support Vessels (DSV). The combination of one or two DSV's working together, each with a four or five-diver team, collected a total of 7,500 tires. The *Reef Tender* and *Scully* teams pre-rigged tires from the low-density hard bottom reef edge in Priority area 1 along the west edge of the Osborne site, as per instructions from Pat Quinn PhD. Broward County ERM. These two teams used an unmoored vessel technique that uses SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Scully* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for SCUBA diving operations but unfavorable for crane operations due to high wind or swells. IDC has also added a full-time coordinator to manage the higher volume of trailers (up to six per week) generated by the additional boats and crews, a full-time mechanic for outboard engine and crane maintenance and repair, and a shop worker dedicated to filling pressurized cylinders needed for both surface supplied and SCUBA diving. In addition, IDC purchased fifty 1 ¼" shackles and has made 200 extra tire slings which are dedicated for pre-rigging up to 1,500 tires for pick up by the *Reef Ranger* crane and 4 new cargo nets used to transport tires from the deck of the barge to the hauling container.

The 7,500 tires were recovered and emptied into ten 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied air diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and air breathing gas. All the tires collected by the *Reef Ranger* DSV were lifted in 30 tire clusters with the on-board crane. The tire bundles were placed in cargo nets lined with

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filter fabric which were deployed in the self-bailing hold of the *Reef Ranger*. The *Reef Tender* and *Scully* teams used an innovative pre-rigging method, the two teams used the 200 slings to pre-rig bundles of 30 tires, up to 1,500 tires for later collection by the *Reef Ranger* when the weather permits. The pre-rigged bundles have 30 tires each with a large 1 ¼” shackle connecting each bundle to the crane hook. Slings the tires together facilitates efficient picking of the load off the bottom by the *Reef Ranger* and allowed for efficient unloading into the 100 cubic yard trailers using a dedicated PEV certified land crane set up and operated by IDC at Berth 28F.

Trailer No. 322 had 840 tires (513 tires from Task 12 A and 327 Tires from Task 13 A), Trailer No. 323 had 810 tires, Trailer No. 324 had 840 tires, Trailer No. 325 had 840 tires, Trailer No. 326 had 840 tires, Trailer No. 327 had 840 tires, Trailer No. 328 had 840 tires, Trailer No. 329 had 840 tires, Trailer 330 had 840 tires, Trailer 331 had the remaining 483 tires and will be taken once it is full. The weight of the trucks with tires was more than 74,000 lbs. for each trailer load listed. The number of tires in each trailer varies based on the sand and crushed shell material found in the recovered tires. We make these adjustments to maintain a legal FDOT highway weight limit of 80,000 lbs.

There was no significant or persistent turbidity observed during the collection, transport and unloading of the tires. IDC has continued to adhere to all the permit requirements for this project while finding innovative ways to improve our safety while increasing our efficiency. The pre-rigging of tires by SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Scully* is the way we are significantly increasing overall productivity and efficiency. This technique allows us to continue working in weather conditions that are unsuitable for crane operations offshore. In these less than favorable conditions we are unable to use mechanical lifting capabilities because of the rapid and unpredictable movement caused by wave turbulence and high wind, but we can safely deploy divers to collect and bundle tires on bottom where turbulent surface conditions will not affect them. These bundles are then picked up by the *Reef Ranger* when seas are more favorable for crane operations.

Task Order #13 A was invoiced on January 17, 2020. The total number of tires collected for SW238 through January 16, 2020 was 178,230. The total tires collected for SW232 and SW238 combined is 272,934 tires.