

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
Fort Lauderdale, FL 33315

(954) 523-2906 Office
(954) 525-6521 Fax

November 5, 2018

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

Re: Osborne Reef Tire Mitigation SW238-8: Progress Report Task 9 A

Industrial Divers Corporation (IDC) began on Task Order No. SW238-9 part A on September 21, 2018 with up to three, five diver teams using Nitrox with surface supplied dive gear and SCUBA diving equipment. From September 21, 2018 to November 3, 2018, five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Reef Keeper* Dive Support Vessels (DSV). The combination of one, two, or three DSV's working together, each with a five-diver team, collected a total of 7,500 tires. The *Reef Tender* and *Reef Keeper* 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 Nitrox SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Reef Keeper* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for diving operations but unfavorable for surface supplied diving and 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 mixing Nitrox and filling pressurized cylinders needed for both surface supplied and SCUBA diving. Two of the three vessels have been equipped with twelve commercial lift bags and tire rigging slings for the unmoored lift bagging technique. 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.

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 Nitrox diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and Nitrox 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

Industrial Divers Corporation

with filter fabric which were deployed in the self-bailing hold of the Reef Ranger. The *Reef Tender* and *Reef Keeper* teams used an innovative “live-boat” method with Nitrox SCUBA diving teams sending up clusters of 7 tires with 12 lift bags which are then lifted on deck using a hydraulic A-frame and winch. This method was ideal for collecting tires from the most sensitive areas because it allowed for flexibility in the movement of both the divers and the vessel to efficiently clean up tires in a low density hard bottom edge area. If the sea conditions were not appropriate for using mechanical lifting equipment like the hydraulic a-frame and winch the *Reef Tender* and *Reef Keeper* 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 were 30 tires each with a large 1 ¼” shackle holding 4 tire slings together to facilitate 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. 260 was loaded with 960 tires (300 from SW238-8B and 660 from SW238-9A), Trailer No. 261 had 845 tires, Trailer No. 262 had 990 tires, Trailer No. 263 had 990 tires, Trailer No. 264 had 960 tires, Trailer No. 265 had 960 tires, Trailer No. 266 had 900 tires, Trailer No. 267 has 960 tires, and Trailer No. 268 had the remaining 235 tires and will be taken once it is full. The weight of the trucks with tires was more than 60,000 lbs. for each trailer load listed whenever possible. 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 Nitrox equipped SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Reef Keeper* is one 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 were 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.

Industrial Divers Corporation

Task Order #9 A was invoiced on November 5, 2018. The total number of tires collected for SW238 through November 3, 2018 was 122,609. The total tires collected for SW232 and SW238 combined is 217,313 tires.

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
Fort Lauderdale, FL 33315

(954) 523-2906 Office
(954) 525-6521 Fax

August 23, 2018

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

Re: Osborne Reef Tire Mitigation SW238-7: Progress Report Task 8 A

Industrial Divers Corporation (IDC) began on Task Order No. SW238-8 part A on August 6, 2018 with up to three, five diver teams using Nitrox with surface supplied dive gear and SCUBA diving equipment. From August 6, 2018 to August 22, 2018, five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Reef Keeper* Dive Support Vessels (DSV). The combination of one, two, or three DSV's working together, each with a five-diver team, collected a total of 7,500 tires. The *Reef Tender* and *Reef Keeper* 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 Nitrox SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Reef Keeper* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for diving operations but unfavorable for surface supplied diving and 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 mixing Nitrox and filling pressurized cylinders needed for both surface supplied and SCUBA diving. Two of the three vessels have been equipped with twelve commercial lift bags and tire rigging slings for the unmoored lift bagging technique. 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.

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 Nitrox diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and Nitrox 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

Industrial Divers Corporation

with filter fabric which were deployed in the self-bailing hold of the Reef Ranger. The *Reef Tender* and *Reef Keeper* teams used an innovative “live-boat” method with Nitrox SCUBA diving teams sending up clusters of 7 tires with 12 lift bags which are then lifted on deck using a hydraulic A-frame and winch. This method was ideal for collecting tires from the most sensitive areas because it allowed for flexibility in the movement of both the divers and the vessel to efficiently clean up tires in a low density hard bottom edge area. If the sea conditions were not appropriate for using mechanical lifting equipment like the hydraulic a-frame and winch the *Reef Tender* and *Reef Keeper* 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 were 30 tires each with a large 1 ¼” shackle holding 4 tire slings together to facilitate 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. 244 was loaded with 930 tires (510 from SW238-7B and 420 from SW238-8A), Trailer No. 245 had 960 tires, Trailer No. 246 had 960 tires, Trailer No. 247 had 960 tires, Trailer No. 248 had 930 tires, Trailer No. 249 had 990 tires, Trailer No. 250 had 960 tires, Trailer No. 251 has 960 tires, and Trailer No. 252 had the remaining 360 tires and will be taken once it is full. The weight of the trucks with tires was more than 60,000 lbs. for each trailer load listed whenever possible. 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 Nitrox equipped SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Reef Keeper* is one 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.

Industrial Divers Corporation

Task Order #8 A was invoiced on August 23, 2018. The total number of tires collected for SW238 through August 22, 2018 was 107,609. The total tires collected for SW232 and SW238 combined is 202,313 tires.

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
Fort Lauderdale, FL 33315

(954) 523-2906 Office
(954) 525-6521 Fax

July 2, 2018

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

Re: Osborne Reef Tire Mitigation SW238-7: Progress Report Task 7 A

Industrial Divers Corporation (IDC) began on Task Order No. SW238-7 part A on June 5, 2018 with up to three, five diver teams using Nitrox with surface supplied dive gear and SCUBA diving equipment. From June 5, 2018 to June 29, 2018, five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Reef Keeper* Dive Support Vessels (DSV). The combination of one, two, or three DSV's working together, each with a five-diver team, collected a total of 7,500 tires. The *Reef Tender* and *Reef Keeper* 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 Nitrox SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Reef Keeper* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for diving operations but unfavorable for surface supplied diving and 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 mixing Nitrox and filling pressurized cylinders needed for both surface supplied and SCUBA diving. Two of the three vessels have been equipped with twelve commercial lift bags and tire rigging slings for the unmoored lift bagging technique. 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.

The 7,500 tires were recovered and emptied into eight 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied Nitrox diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and Nitrox 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

Industrial Divers Corporation

with filter fabric which were deployed in the self-bailing hold of the Reef Ranger. The *Reef Tender* and *Reef Keeper* teams used an innovative “live-boat” method with Nitrox SCUBA diving teams sending up clusters of 7 tires with 12 lift bags which are then lifted on deck using a hydraulic A-frame and winch. This method was ideal for collecting tires from the most sensitive areas because it allowed for flexibility in the movement of both the divers and the vessel to efficiently clean up tires in a low density hard bottom edge area. If the sea conditions were not appropriate for using mechanical lifting equipment like the hydraulic a-frame and winch the *Reef Tender* and *Reef Keeper* 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 were 30 tires each with a large 1 ¼” shackle holding 4 tire slings together to facilitate 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. 229 was loaded with 960 tires (all from SW238-7-A), Trailer No. 230 had 1,050 tires, Trailer No. 231 had 960 tires, Trailer No. 232 had 1,110 tires, Trailer No. 233 had 1,110 tires, Trailer No. 234 had 1,080 tires, Trailer No. 235 had 720 tires, Trailer No. 236 had the remaining 510 tires and will be taken once it is full. The weight of the trucks with tires was more than 60,000 lbs. for each trailer load listed whenever possible. 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 Nitrox equipped SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Reef Keeper* is one 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.

Industrial Divers Corporation

Task Order #7 A was invoiced on July 2, 2018. The total number of tires collected for SW238 through June 29, 2018 was 92,609. The total tires collected for SW232 and SW238 combined is 187,313 tires.

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
Fort Lauderdale, FL 33315

(954) 523-2906 Office
(954) 525-6521 Fax

April 6, 2018

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

Re: Osborne Reef Tire Mitigation SW238-6: Progress Report Task 6 A

Industrial Divers Corporation (IDC) began on Task Order No. SW238-6 part A on March 16, 2018 with up to three, five diver teams using Nitrox with surface supplied dive gear and SCUBA diving equipment. From March 16, 2018 to April 5, 2018, five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Reef Keeper* Dive Support Vessels (DSV). The combination of one, two, or three DSV's working together, each with a five-diver team, collected a total of 7,500 tires. The *Reef Tender* and *Reef Keeper* 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 Nitrox SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Reef Keeper* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for diving operations but unfavorable for surface supplied diving and 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 mixing Nitrox and filling pressurized cylinders needed for both surface supplied and SCUBA diving. Two of the three vessels have been equipped with twelve commercial lift bags and tire rigging slings for the unmoored lift bagging technique. 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.

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 Nitrox diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and Nitrox 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

Industrial Divers Corporation

with filter fabric which were deployed in the self-bailing hold of the Reef Ranger. The *Reef Tender* and *Reef Keeper* teams used an innovative “live-boat” method with Nitrox SCUBA diving teams sending up clusters of 7 tires with 12 lift bags which are then lifted on deck using a hydraulic A-frame and winch. This method was ideal for collecting tires from the most sensitive areas because it allowed for flexibility in the movement of both the divers and the vessel to efficiently clean up tires in a low density hard bottom edge area. If the sea conditions were not appropriate for using mechanical lifting equipment like the hydraulic a-frame and winch the *Reef Tender* and *Reef Keeper* 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 were 30 tires each with a large 1 ¼” shackle holding 4 tire slings together to facilitate 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. 212 was loaded with 900 tires (853 from SW238-5 B and 47 from SW238-6 A), Trailer No. 213 had 900 tires, Trailer No. 214 had 900 tires, Trailer No. 215 had 900 tires, Trailer No. 216 had 960 tires, Trailer No. 217 had 990 tires, Trailer No. 218 had 900 tires, Trailer No. 219 had 900 tires, Trailer No. 220 had 900 tires, and Trailer No. 221 has the remaining 103 tires and will be taken once it is full. The weight of the trucks with tires was more than 60,000 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 Nitrox equipped SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Reef Keeper* is one 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.

Industrial Divers Corporation

Task Order #6 A was invoiced on April 6, 2018. The total number of tires collected for SW238 through April 5, 2018 was 77,796. The total tires collected for SW232 and SW238 combined is 172,500 tires.

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
Fort Lauderdale, FL 33315

(954) 523-2906 Office
(954) 525-6521 Fax

February 27, 2018

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

Re: Osborne Reef Tire Mitigation SW238-5: Progress Report Task 5 A

Industrial Divers Corporation (IDC) began on Task Order No. SW238-5 part A on December 22, 2017 with up to three, five diver teams using Nitrox with surface supplied dive gear and SCUBA diving equipment. From December 22, 2017 to February 26, 2018, five diver teams were deployed with the *Reef Ranger*, *Reef Tender*, and/or *Reef Keeper* Dive Support Vessels (DSV). The combination of one, two, or three DSV's working together, each with a five-diver team, collected a total of 7,500 tires. The *Reef Tender* and *Reef Keeper* 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 Nitrox SCUBA equipped dive teams pre-rigging tires into 30 tire bundles. *Reef Tender* and *Reef Keeper* teams can pre-rig up to 1,500 tires to be recovered by the *Reef Ranger* when weather conditions are good enough for diving operations but unfavorable for surface supplied diving and 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 mixing Nitrox and filling pressurized cylinders needed for both surface supplied and SCUBA diving. Two of the three vessels have been equipped with twelve commercial lift bags and tire rigging slings for the unmoored lift bagging technique. 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.

The 7,500 tires were recovered and emptied into eleven 100 cubic yard trailers located at Berth 28F in Port Everglades. All diving was performed using surface supplied Nitrox diving practices with Kirby Morgan diving helmets using hard wired communications or a two-diver team using SCUBA gear and Nitrox 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

Industrial Divers Corporation

with filter fabric which were deployed in the self-bailing hold of the Reef Ranger. The *Reef Tender* and *Reef Keeper* teams used an innovative “live-boat” method with Nitrox SCUBA diving teams sending up clusters of 7 tires with 12 lift bags which are then lifted on deck using a hydraulic A-frame and winch. This method was ideal for collecting tires from the most sensitive areas because it allowed for flexibility in the movement of both the divers and the vessel to efficiently clean up tires in a low density hard bottom edge area. If the sea conditions were not appropriate for using mechanical lifting equipment like the hydraulic a-frame and winch the *Reef Tender* and *Reef Keeper* 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 were 30 tires each with a large 1 ¼” shackle holding 4 tire slings together to facilitate 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. 193 was loaded with 890 tires (786 from SW238-4 B and 104 from SW238-5 B), Trailer No. 194 had 1,050 tires, Trailer No. 195 had 750 tires, Trailer No. 196 had 750 tires, Trailer No. 197 had 790 tires, Trailer No. 198 had 800 tires, Trailer No. 199 had 753 tires, Trailer No. 200 had 750 tires, Trailer No. 201 had 750 tires, Trailer No. 202 had 750 tires, and Trailer No. 203 has the remaining 253 tires and will be taken once it is full. The weight of the trucks with tires was more than 60,000 lbs. for each trailer load listed. Some of the tires in this task order were recovered from the lowest layer of tires directly on top of the sand bottom. These tires have a larger accumulation of sand, silt, and crushed shell making them heavier than tires in the beginning of the previous contract for tire recovery. Due to the increased weight per tire, the number of tires in each trailer had to be reduced 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 Nitrox equipped SCUBA diving teams working from our smaller DSVs the *Reef Tender* and the *Reef Keeper*, is one 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

Industrial Divers Corporation

bottom were 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 #5 A was invoiced on February 27, 2018. The total number of tires collected for SW238 through February 26, 2018 was 62,796. The total tires collected for SW232 and SW238 combined is 157,500 tires.