

Industrial Divers Corporation

2901 SW 3rd Ave, Suite #5
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September 22, 2021

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

Re: Osborne Reef Tire Mitigation SW238-21: Progress Report Task 21 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-21 Part A on August 20, 2021 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From August 20, 2021 to September 22, 2021, 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. 459 had 890 (226 tires from Task 20 B and 664 Tires from Task 21 A), Trailer No. 460 had 900 tires, Trailer No. 461 had 901 tires, Trailer No. 462 had 902 tires, Trailer No. 463 had 930 tires, Trailer No. 464 had 900 tires, Trailer No. 465 had 1,020 tires, Trailer No. 466 had 900 tires, Trailer No. 467 had the remaining 383 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 #21 A was invoiced on September 22, 2021. The total number of tires collected for SW238 through September 22, 2021 was 298,230. The total number of tires collected for SW232 and SW238 combined is 392,934 tires.

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July 8, 2021

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

Re: Osborne Reef Tire Mitigation SW238-20: Progress Report Task 20 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-20 Part A on May 2, 2021 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From May 2, 2021 to July 8, 2021, 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. 442 had 900 (228 tires from Task 19 B and 672 Tires from Task 20 A), Trailer No. 443 had 900 tires, Trailer No. 444 had 900 tires, Trailer No. 445 had 870 tires, Trailer No. 446 had 810 tires, Trailer No. 447 had 870 tires, Trailer No. 448 had 870 tires, Trailer No. 449 had 900 tires, Trailer No. 450 had the remaining 708 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 #20 A was invoiced on July 8, 2021. The total number of tires collected for SW238 through July 8, 2021 was 283,230. The total number of tires collected for SW232 and SW238 combined is 377,934 tires.

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March 23, 2021

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

Re: Osborne Reef Tire Mitigation SW238-19: Progress Report Task 19 A

Industrial Divers Corporation (IDC) began Task Order No. SW238-19 Part A on January 27, 2021 with up to two, five diver teams using Air with surface supplied dive gear and SCUBA diving equipment. From January 27, 2021 to March 22, 2021, 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. 423 had 900 (570 tires from Task 18 B and 330 Tires from Task 19 A), Trailer No. 424 had 870 tires, Trailer No. 425 had 810 tires, Trailer No. 426 had 870 tires, Trailer No. 427 had 795 tires, Trailer No. 428 had 870 tires, Trailer No. 429 had 870 tires, Trailer No. 430 had 900 tires, Trailer No. 431 had 840, Trailer No. 432 the remaining 345 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 #19 A was invoiced on March 23, 2021. The total number of tires collected for SW238 through March 22, 2021 was 266,735. The total number of tires collected for SW232 and SW238 combined is 361,439 tires.