Dives were conducted on JD's 283 and 285, but were unsuccessful in further resolving this item as a result of strong currents and marginal visibility. Diving operations were then conducted on JD 286 at predicted slack water, with visibility between 25 and 35 feet. Divers swept the entire length of the chime and recorded three pneumofathometer soundings at the highest point of the structure. A detailed investigation of this item was then conducted at depths between 115 and 120 feet. It was determined that the obstruction was an overturned steel hulled barge, 100 to 120 feet LOA, undetermined beam, with an open cargo hold. The pneumatic depth readings were corrected for instrument error (+0.4ft) and ~~predicted~~ smooth tides (~~-1.0~~ -0.8 ft), to obtain a corrected MLLW least depth of 88.6 ft. at position latitude 041°-15'-59.14"N, longitude 071°-46'-25.69"W. The centerline axis of the barge is oriented east-west. L-1494/84

Awois # 2918

E. Control Stations

Tidal currents were closely monitored during the survey. Side scan sonar operations were conducted with the predominant current flow to maintain proper towfish depth and vessel speed. Comparisons were made with the Tidal Current Tables, 1984, Atlantic Coast of North America for station 2321 and the race. In general, the times and strengths of maximum flood and ebb and times of slack water at the surface agreed with the predicted times and strengths under normal conditions.