Predicted tide correctors were applied on-line by HDAPS to all soundings that were acquired with the DSF 6000N. All echo sounding data plotted on the final field sheet were plotted with predicted tide correctors applied. Two tide stations were available for H-10340. They were Chesapeake Bay Bridge Tunnel, VA, and Hampton Roads, VA.

Predicted tides from NOAA Tide Tables, Hampton Roads, VA (station number 863-8610) were used as a reference for this project. Verbal contact was made with Mr. Jim Dixon of the Atlantic Operations Group (N/OMA1213) before transiting to the work area. Mr. Dixon confirmed the tide gages were working properly.

Third order levels were run from tide station 863-8863, Chesapeake Bay Bridge Tunnel, VA on April 16, 1990. Closing levels were run on June 11, 1990, and the difference between opening and closing level was found to be 1mm, which is within the Manual of Geodetic Leveling specifications.

Tidal datum for project OPR-D111-WH-90 was mean lower low water. Predicted tides were calculated using Hampton Roads, VA tide station as the reference station. Time and height correctors were:

	Time Correctors	Height Correctors
High Water	-1 hr 30 min	x1.35
Low Water	-1 hr 30 min	x1.35

The time and height correctors were entered in the predicted tides tables and applied to the data during the shipboard post processing phase of the project.

An incorrect time corrector was used from DAY 115 thru DAY 133. Soundings plotted on line were incorrect. Tide tables were adjusted on DAY 134. All final sounding plots have corrected predicted tides applied.