



# IDC Newsletter

## Richard's Corner



We were blessed with a good book of work for the first three months of 2018. All three dredge fleets will be fully utilized during the second quarter as well. The remainder of 2018 shows promise with existing backlog and several market opportunities. If we keep up the energy and focus, 2018 has the potential to be a good year.

We would like to take this time to recognize some of the stressors that go along with having a fully utilized fleet and give a shout out to those who work so hard behind the scenes to make it all work for us. Vance Cassagne, Macy Best, Jenny Fox, Coleen Jamison, Rob Wheeler and the mechanical group, Nate Woods and the safety group, Jeff Freeman and the administrative group. Vance, Macy and Jenny have a lot on their plate insuring you have crew to run your fleets. Rob and group has the most fun of us all supporting the entire fleet's mechanical needs. Nate and friends mentor, coach and maintain a huge safety program. Jeff and Jenny are submittal and payroll warriors. Coleen keeps your expenses flowing so you have a fluid lifestyle on the road. Please remember to thank these employees the next opportunity you have.

We really moved the ball forward in a big way this quarter. Special thanks to Tim Dyer and John DeBruin on their outstanding work on our DQM program. The Army Corps of Engineers has been very complimentary on Inland and your efforts in this area. We are the first cutter suction dredge in America to be DQM certified. Congrats!

We have several young up and comers that will be mentioned next issue. Keep up the good work and know that your work ethic and product is noticed in the corporate office.

Stay alert and safe and keep your co-workers' safety in sight too. Thank you all for making us what we are today. We couldn't do it without you.

Richard

## Safety Corner

Inland has taken another step in its New Hire Orientation. We believe a stellar orientation leads to increased retention, engagement and productivity. And, employees integrate into their teams quicker. We are proud to say in addition to what has been in place. We have added Fall Protection Training with hands on with Fall Gear, The introduction to Job Hazard Analysis (JHA's) and PPE requirements, Usage, and Limitations of PPE. In Addition, All New personnel arriving on job sites are now required to complete an IDC New Hire Orientation Checklist. This checklist is specific to the area our New Hire will be working. Floating Plant & Yard Facility, Engine Room and Fill Operations. Our SSHO's have the responsible for making sure that the Checklist is completed and returned to the office at our David Lake Yard. Employees working in the Engine Room are required to complete both a Floating Plant & Yard Facility Checklist and the On-The-Job Training for New Hire Engine Room.

Guys that are on deck only need to complete Floating Plant & Yard Facility Checklist. However, if the guys on the deck will also be working on the Fill, they will also need to complete a Fill Operations Checklist as well.

Any salaried employee should be able to assist a new hire in completing the checklist. Not just the SSHO.

## Kelly L

The Kelly L spent most of this quarter completing the 2017 contract for the Mobile District at Bayou Labatre, AL. Channel depth was restored across Mississippi Sound from the GIWW to the town of Bayou Labatre, just southwest of Mobile. PM David Johnston and crew completed the work as Tim Dyer and John Debruin completed the installation of the new Dredging Quality Management system required on the 2018 contract.

The computerized system monitors and stores production data from 7 sensors on board the dredge. The collected data is sent to a central Corps of Engineers location every 24 hours. The system was designed by Inland engineers, and has been certified by the Corps as meeting their required, high standards. Inland Dredging is the first pipeline dredging company to establish the certified system, which is soon to be a national requirement of all contractor furnished pipeline dredges.

At the completion of the Bayou Labatre work, all equipment was packed up and taken east toward Apalachicola, FL where the new, 2018 Mobile District contract would commence. The quarter ended as the dredge was performing a brief contract in Destin FL, on the way to Apalachicola. Stay tuned for that report in the next newsletter.



Kelly L attendant plant tow made up and ready to leave Bayou Labatre.

## Ingenuity

Dave Cizek, Captain Joe, Chief Mike and Ethan Clark have spent the first half of this quarter dodging ships and tows in one of the most active traffic areas along the Gulf Coast, the intersection of the GIWW and the Sabine-Neches Waterway in Port Arthur, TX. Port Arthur pilots report that the area sees an average of 18 ships per day mixed in with nearly twice that many tows.

Following the intersection dredging for the Galveston District Corps of Engineers, the dredge and crew moved to the location of a future ship dock for owner GT Logistics. The “Ingenuity” removed the soft material from the upper portion of the area and then moved back to the Corps contract while waiting for a new, hard material cutter to be fabricated.

Maintenance dredging along 4,000’ of the Port of Port Arthur owned ship docks was the portion of the Corps contract that was accomplished during the final portion of the quarter.



The “Ingenuity” is shown at the Port docks as a tanker goes by.

## Integrity



The dredge “Integrity” digging upstream against the current at Lock 1, on the Red R.

The Integrity completed the 2017 version of the dredge rental for the Vicksburg District in late January at Columbia Lock, on the Ouachita River, just south of Monroe, LA. After battling several high water events, Willie Ford and the crew settled in to a routine of dredge-move-dredge-move-dredge, etc. The project covered a large area of Arkansas and north Louisiana along the Red and Ouachita rivers. The Vicksburg Corps’ project team has high praise for the way the crew members stepped up to repeatedly relocate and re-commence dredging in an efficient and timely manner. So much so that the District awarded a second, follow-on contract for approximately 2.5 months of dredging on the Red River, which started at the end of this quarter and is currently ongoing.

I am sure that most have met, or at least heard of, Inland's new safety manager, Nate Woods. I am happy to formally introduce all readers to Nate with the following bio. Inland is lucky to have a manager with Nate's experience (and another University of Missouri graduate) in its ranks. Welcome Nate.



Nathaniel C. Woods Jr – Company Safety Manager

Joined Inland Dredging in 2017

13 years' experience working in the dredging industry, and served 23 years in the U.S. Navy

Past Safety Manager, Hydraulic and Rivers and Lakes Division Great Lakes Dredge and Dock Company. Responsible for the administration of health, safety & environmental program for dredging /construction activities. Assists the Corporate Safety, Health and Environmental Manager in developing and implementing health and safety related policies, procedures, training, and awareness programs. Investigates accidents to determine causes and implements corrective measures. Conducts field/facility safety inspections to ensure compliance with OSHA, EPA, DOT, USCG, and other regulations such as the US Army Corps of Engineers Safety & Health Manual, when applicable. Implements Incident and Injury Free work environment.

Previous Deputy Safety Manager, Wheatstone Project, Onslow, Australia and Project Safety Manager, Suez Canal Extension Project, Cairo, Egypt.

Served as Great Lakes Industrial Hygiene Program Manager. Conducted Field/facility hygiene audits foreign and domestic.

Graduated from Columbia University, Columbia Missouri with a degree in Business Administration. OSHA Certified Safety & Health Official Construction Industry CSHO

## **Electrical/Mechanical Corner**

It has been a privilege to see many improvements to the safety and productivity in our electrical department over the two years that I have been employed at Inland. Working with Rob Wheeler and the crew members has enabled us to address some much needed upgrades and preventive maintenance issues. One of our upgrades has been to install new LED navigation lights on our vessels. This improvement is cost effective and keeps our crew from having to go to dangerous heights to change bulbs.

We have been upgrading our engine alarms to protect the engines and give us time to identify and correct issues. We have also begun thermal imaging of essential components to give us a "heads up" when we are seeing unwanted high temps that may signal a need to repair or replace those parts. We have also been doing routine testing (Megging) of motors to help determine any internal breakdown so we can prevent unnecessary downtime. Being on a team who has the desire to keep us moving forward by pursuing safety and productivity on all levels - from upper management to the personnel on-site - has made my job a pleasure....John



Example of thermal imaging we use.