



IDC Newsletter

Richard's Corner



April through June was an exceptionally busy quarter for all three dredges. The fleet engaged in constructing projects in Florida, Texas and Louisiana. The Ingenuity was active on the Sabine-Neches Waterway; the Integrity on the Red River and the Kelly L on Norriego Point and Apalachicola Bay.

The Ingenuity completed a difficult new work deepening project for GT Logistics in Port Arthur. The dredged material consisted mostly of hard clay and excessive amounts of debris. The project was completed in April and a valuable piece of real estate was created on the west side of the waterway. Upon completion of GT Logistics the dredge moved back onto the Corps of Engineers project performing maintenance dredging of the Sabine-Neches Waterway. The crew and supervision has held tough despite adverse weather conditions, lots of pump chokes and some mechanical issues. Thank you guys. We appreciate your stamina and perseverance.

The Kelly L finished a really cool project at Norriego Point in Destin, Florida. This was a restoration and recreation project of an iconic point on the south side of the Marler Bridge. Many people in this part of the country vacation in Destin, and they will be able to see the restored point flying the Inland flag. It should remain in place for a long time to come and the crew and supervision can take pride

every time they cross the bridge and know that they built "the point", and are able to actually see the finished product. Great job!

The Integrity and crew and supervision were quietly but effectively going about business on the Red River. This job completed in June and received a fantastic evaluation from the Vicksburg District. Congratulations to all!

The outlook for the 3rd and 4th quarters and beyond looks very busy for all three fleets. Jim Mohead and Rob Wheeler continue to improve and expand the fleet. We expect to bring an idler barge and spill barge on line during the 3rd quarter, and have plans for hull modifications in December.

We are committed to our safety program and appreciate the thankless efforts of Nate Woods and all the SSHO's (always the most popular people on our projects).

In 2018 we are committed to focusing on the care and custody of our fleet. We are treading water in this area and need to do a better job onsite with preventative maintenance and institutionalizing standard operating procedures.

All in all a good quarter. Thank you everyone and stay focused on safety first and foremost. The production and profitability will follow.

Safety Corner

WOW! What a busy year 2018 has been so far. During 2017 we did OSHA 10 training but in 2018 we will begin to do focused training. Areas that we will focus on will include Equipment Operator training and evaluations, New hire Deck Hand training which will include rope throwing, tying, vessel transferring and making a ball and bell connection correctly and safely. We will continue to focus on hazard recognition and elimination and encourage more employee and management participation in the safety incentive program. There is a lot of great training on the way, let's all stay focused to the task at hand and work safely.

On 24 May the USACE conducted an equipment inspection for the Sabine-Neches Waterway project at Port Author. The onsite Safety Inspector was Rod Staunton accompanied by Steve Sherrill, Administrative Contracting Officer. We started the inspection around 1000 A.M. with an abbreviated walk-around on the Ingenuity; on to the Crane Barge finishing up with the Booster.

Rob noted some deficiencies but wanted everyone to know that the equipment was in great shape and they were enthused with how well the project was operating. He stated that on our previous run with this project we didn't fare well. He reiterated several times that we have done an exceptional job, the equipment looks exceptional... **Good Job Integrity and its team.**

Let's all remember Justin Slater in our prayers as he was deployed to Kuwait at the end of June. We are all hoping for his quick, safe return to be with his new baby boy, Sterling, born 7lbs, 14oz on July 6, 2018.

Kelly L

The Kelly L spent the first half of the second quarter pumping in a large dune for the protection of Destin Harbor. The prime contractor was Luhr Brothers, Inc, who outlined the area with rock prior to the dredge infilling. The subcontract for the dredging was awarded to IDC in September of 2017, but, as Murphy would have it, the rock containment was not complete until this spring, putting the dredging schedule during spring break. The first order of dredging was the congested Harbor Channel.



2. Initial filling to create base for levees for the future dune



1. Rock outline nearly complete prior to dredging of the Harbor channel

The Harbor Channel material was placed along the east side of the future dune alignment in order to cut off cross currents and provide Barry Locke and the yellow equipment crew a base from which to construct levees to contain the dune material.

After the Harbor channel depth was restored, the dredged moved north of the bridge to remove shoaling from that channel and complete the 20 foot dune and the surrounding beach area.

