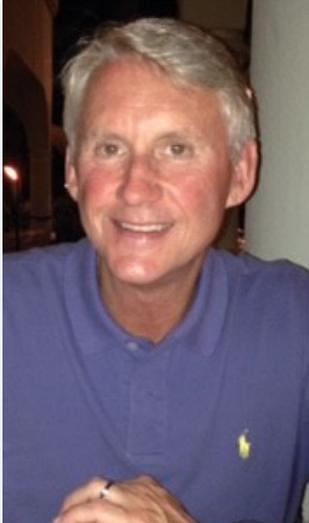


IDC Newsletter



Richard's Corner



The first quarter of 2019 roared in to find two of the three IDC dredges under contract for the Mobile District Corps of Engineers. The Ingenuity returned to work in Apalachicola, FL after the Christmas break under the guidance of Captain Gadsen Segree (Popeye) and his favorite Project Manager, Tim Dyer. Popeye and Chief Aaron Schwendeman had moved over to the Ingenuity from the Kelly L at the end of last year. Both are from the panhandle area and happy to be near their homes. SSHOs Dannie Stanley, Dwight Smalls and James Lilly kept all things safe. Thanks to all for a great job going into the area after Hurricane Michael had devastated so much. The Corps of Engineers and Inland recognized and partnered to insure that the dredge crews had access to affordable housing in the midst of this natural disaster.

After completing work in Apalachicola, the crew moved the Ingenuity to clear a short section of the GIWW, just to the northwest of Panama City, FL. The reach was the recipient of Hurricane Michael shoaling and was critical to the barge travel delivering jet fuel to the base in Panama City.

The Kelly L was the second IDC dredge with occupancy during the first quarter as Captain Tony Perry and crew worked to restore the depths of the Biloxi channel. The dredge sailed from David Lake immediately upon the crew's return from the Christmas break. Jerel Young and Albert Schwendeman met the dredge and assisted Captain Tony with the pipeline installation onto Deer Island. (See the Kelly L article for more details). Project QC/Surveying was handled by Mike Scott and Devin Winchel. Elise, David and Kenneth helped the crew stay safe. SSHO Jordan Kelly helped with the survey duties during his time at the dredge. The work was completed at the end of the quarter. Great job and thanks to all.

The Integrity is in "equipment maintenance" mode this quarter as the first year of the Memphis Rental finished up just prior to Christmas. Captain Willie Ford and Chief Dwain Mayberry are polishing the fleet as they await the fall of the River so they can resume work on the second year of the Company's Memphis Rental.

New for 2019 will be the re-configuration of the Integrity's idler barge with the insertion of a "spacer" barge between the dredge and idler, increasing the overall length by about 80'. Rob has been working on the spacer in his spare time and now has it ready to install early in the next quarter. This will allow the dredge to swing 400'. Also during the quarter, Rob and John D have completely overhauled the tender Rebel, and provided the Ingenuity with a new spillbarge. John continues his development of the computer driven equipment maintenance program with the chiefs.

Captains, Chiefs, Surveyors and SSHOs were gathered in Biloxi on Feb 12 for continuing education relating to the management of disgruntled employees and conflict resolution in the workplace. Our efforts in cross communication and transparency with all workers, more focus on our onboarding process and process engineering in general is a reflection of our commitment to servicing our employees and providing the tools they need to be successful.

We continue to have good backlog and several bidding opportunities for the second quarter. Keep up the good work and remember to stay focused on safety first.

Thank you for your service and commitment to excellence.

Richard

Ingenuity

First Quarter, 2019



The Ingenuity began the maintenance dredging of the Apalachicola Bay channel in mid December, 2018. The material was pumped onto “Bird Island” at the north end of the bay channel. As the dredge advanced away from the island, line lengths eventually reached nearly 2 miles.

By the middle of the first quarter, the dredge had completed the landfill portion and was completing the work using the spill barge in the overboard areas.

By mid March the Ingenuity was starting its second Florida assignment in the GIWW just to the northeast of Panama City, FL. The dredged material is being placed into an overboard placement area with the spillbarge at this site also. The work will be completed in early April.

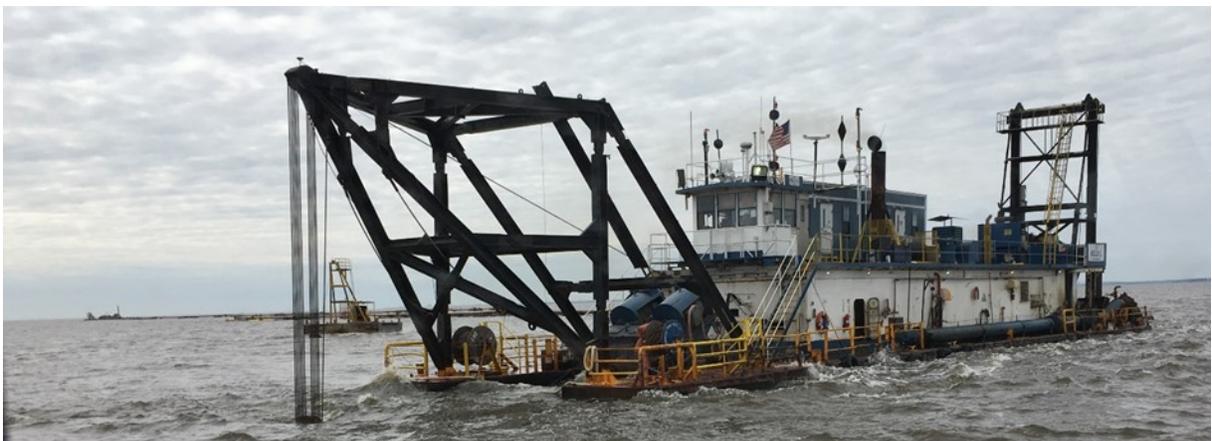


Kelly L

Immediately after the Christmas break, the Kelly L was dispatched to Biloxi to perform maintenance dredging along 5 miles of area channels. A portion of the dredged material was placed, via two miles of pipeline, onto Deer Island as one of the nation’s 10 beneficial use projects, sponsored by the Corps of Engineers.



The second half of the task order involved the placement of the material dredged from the Biloxi East Access Channel over the shallow waters of Mississippi Sound with the dredge’s spillbarge. The channel extends from the Biloxi Harbor, southeast to the GIWW. The work was completed at the end of the quarter and the dredge and equipment are currently moving to Bon Secour, on the east side of Mobile Bay.



Integrity

The Integrity completed the first phase of the Memphis Rental in December, 2018, and has been parked in Memphis the entire first quarter. The abbreviated crew has been working on work list items and helping Rob with the preparation of the new spacer barge which will soon go behind the dredge.

Safety Corner

At Inland dredging our desire is to ensure that our employees return home safely to their families, It's the Company's desire that employees are never hurt while performing any task. To ensure this, we continue strive to improve our safety processes and training programs.

Toward this end, we have initiated the Job Hazard Analysis (JHA) Audit. Any of the Company SSHO's and/or Management Team can perform an audit on any task at any time. The JHA Audit is a review of a how well the Task Supervisor performed their JHA. During the JHA the Task Supervisor should discuss all of the hazards associated with the upcoming task, as well as how to mitigate the hazards. Audit items are a review of each of the 6 T's; Today, Task, Tools, Tidy Up, Time out and Transition. Additionally, a review of the anticipated weather conditions during performance of the task. The audit is a review of the discussion between the crew and the task supervisor.

We are pleased to say that the JHA audits have been well received by both the crew and project management alike. The crew likes the JHA audit because they are debriefed on how well they JHA was performed, pointing out strengths, weaknesses and missing steps. And they see this as a big step in getting better at generating their JHA's. Inland sees this as another step in its program of ensuring that all crews are safe during all tasks.

At Inland "Being safe today, tomorrow is our reward".

Isaiah Sampson

Isaiah Sampson has been with Inland Dredging since Sept 20, 2017. He started as a deckhand on the Integrity and is currently a deck hand on the Kelly L. Isaiah is 23 years old and is a resident of Marksville, LA where he enjoys spending time with his daughter and family. He enjoys fishing, hunting and riding 4 wheelers during his time away from the dredge. Thanks for your help, Isaiah.



Inland Dredging Company Retirement Plan

This is a reminder to let you know that Inland Dredging offers a 401k retirement to its employees which is a very valuable benefit if you must choose to take advantage of it.

The plan allows the Company to retain as much as 5% of your earnings prior to cutting your check. You would then be taxed on only the remaining (95%) portion. The 5% amount will be invested in the Ohio National mutual fund in your name. Any contributions that you make will be matched by Inland Dredging at 100% up to 3% of your compensation and at 50% for deferrals between 3% and 5%. You will not lose the employer match if your employment ends.

Earnings within a 401k plan are not taxed until you withdraw your funds. Over time your contributions, along with the employer match and the tax benefits can allow you to save a significant amount of money for your retirement.

Example:

\$1000 gross pay – 5% (\$50 invested) = check amount of \$950. In addition to the \$50 invested by the employee, Inland will match 3% (\$30 put into the account for the employee) and half of the remaining 2% (\$10 put into the account for the employee). In summary, the employee earns \$1040 (\$950 check plus \$90 invested in his name in the Ohio National mutual fund for his retirement.