



Keystone Safety Line

Safety ⇒ Environmental Care ⇒ Quality Service

NO. 82

KEYSTONE SHIPPING CO.

SUMMER 2009

17 VESSELS RECEIVE JONES F. DEVLIN SAFETY ACHIEVEMENT AWARDS

The Chamber of Shipping of America held its Annual Ship Safety Achievement Awards Luncheon in Houston, TX on June 4, 2009. The Chamber recognized safety performance in the maritime industry with its presentations of the Jones F. Devlin Awards. This award recognizes merchant vessels that have operated for a minimum of two full years or more without an occupational injury as of December 31, 2008. We are pleased that seventeen vessels were honored. This is the largest number of our vessels to receive this award in a single year.

S/S KEYSTONE TEXAS
M/V DELAWARE TRADER
T/B MICHIGAN/GREAT LAKES
T/B BLUE BAYOU/SKY BLUE
S/S ARTHUR M. ANDERSON
M/V ROGER BLOUGH
M/V PRESQUE ISLE
S/S PHILIP R. CLARKE

M/V CAPE VICTORY
M/V CAPE VINCENT
M/V CAPE RACE
M/V CAPE RAY
M/V CAPE RISE
M/V CAPE KENNEDY
M/V CAPE KNOX
USNS HARRY L. MARTIN
USNS FRED W. STOCKHAM

CHAMBER OF SHIPPING OF AMERICA



From left to right: Captain Bruce Fernie, Keystone's Vice President of Operations and Chairman of CSA Policy Committee, Captain Louis Cavaliere, Keystone's General Manager of Government Contracts, Captain John Hasson, Master of the M/V CAPE KENNEDY and Mr. Kris Verma, U.S. Maritime Administration Contracting Officer/Technical Representative-Central Region

Captain Mike Donovan (USNS HARRY L. MARTIN), Captain Dan MacDonald (M/V DELAWARE TRADER), Captain John Hasson (M/V CAPE KENNEDY) and Captain Joe Hooker (M/V PRESQUE ISLE) stepped forward to accept the Jones Devlin Awards for the seventeen various vessels.

We were honored that the USNS FRED W. STOCKHAM won the prestigious Ship Safety Achievement Highest Honors Award for the search and rescue assistance and humanitarian aid they provided under the direction of the U. S. Pacific Command after the sinking of the ferry MV PRINCESS of the STARS in the Sibuyan Sea during Typhoon Fengshen in June 2008. The M/V PRESQUE ISLE was awarded the Ship Safety Achievement Letter of Commendation for discovering and reporting a sailing vessel adrift in Duluth Harbor. This discovery resulted in the rescue of a badly injured mariner by the U. S. Coast Guard.

**Keystone Fleet Safety and Environmental Standards are among the most stringent in the industry.
Our Fleet Accident and Pollution Free Day Statistics as of July 31, 2009.
We need you to continue your fine efforts!**

Vessel	Accident	Pollution	Vessel	Accident	Pollution
ARTHUR M. ANDERSON	-	-	PHILIP R. CLARKE	-	-
BLUE MOON/BLUE HORIZON	121	3546	DELAWARE TRADER	2211	2335
ROGER BLOUGH	-	-	EDWIN H. GOTT	943	404
CASON J. CALLAWAY	653	973	KEYSTONE TEXAS	2500	956
CAPE KENNEDY	2921	636	HARRY L. MARTIN	1222	884
CAPE KNOX	3038	451	MICHIGAN/GREAT LAKES	3865	1256
CAPE RACE	2858	1221	JOHN G. MUNSON	779	1136
CAPE RAY	3195	57	PRESQUE ISLE	71	724
CAPE RISE	3195	2260	EDGAR B. SPEER	833	483
CAPE VICTORY	3818	5327	FRED W. STOCKHAM	1036	330
CAPE VINCENT	5145	1109	BLUE BAYOU/SKY BLUE	-	-
			ROY M. WHEAT	36	743

**NOTABLE SAFETY AND ENVIRONMENTAL ACHIEVEMENTS SINCE THE SPRING SAFETY LINE (MARCH 31, 2009)
As always, we strive to maintain Keystone's goal of providing the safest and most environmentally sound transportation service.**

SAFETY

14th Consecutive Award
CAPE VINCENT

6th Consecutive Award
DELAWARE TRADER

8th Consecutive Award
CAPE KENNEDY (13th Overall)
CAPE KNOX (11th Overall)

2nd Consecutive Award
JOHN G. MUNSON (3rd Overall)
EDGAR B. SPEER

ENVIRONMENTAL

6th Consecutive Award
CAPE RISE (7th Overall)

2nd Consecutive Award
ROY M. WHEAT (7th Overall)

3rd Consecutive Award
CAPE VINCENT (14th Overall)
JOHN G. MUNSON

One Year Award
CAPE KNOX (11th Overall)
EDGAR B. SPEER (3rd Overall)
EDWIN H. GOTT (3rd Overall)

COMMERCIAL FLEET

The BLUE MOON/BLUE HORIZON continues in the ethanol trade between New Orleans and the US Gulf/East Coast. The unit completed her annual Safety Audit in April with excellent results.

The BLUE BAYOU/SKY BLUE remains moored in the Mississippi River awaiting an upturn in the commodities markets.

The DELAWARE TRADER is preparing for a scheduled shipyard period in August.

The KEYSTONE TEXAS continues to trade between Meraux, LA and Tampa, FL.

The MICHIGAN/GREAT LAKES continues to trade between Lakes Michigan, Huron, Erie, and Ontario. The unit completed her annual Safety Audit in June with excellent results.

GOVERNMENT FLEET

The CAPE KENNEDY and CAPE KNOX remain in ROS status at the Poland Street Wharf in the Port of New Orleans. Both ships were recognized by the Chamber of Shipping with the Jones F. Devlin Safety Award in June to recognize the CAPE KENNEDY for 2709 consecutive days without a lost time accident and the CAPE KNOX for 2826 consecutive days without a lost time accident. The officers and crew of CAPE KENNEDY and CAPE KNOX are to be commended for achieving over 7 years each without a lost time accident.

The CAPE VICTORY completed its drydocking and overhaul at Bender Ship Repair in Mobile, AL on July 6. The vessel then returned to Beaumont, TX on July 10 after successfully completing a 3-day Marad sea trial. The CAPE VICTORY returned to ROS-5 status, anchored in the Beaumont Reserve Fleet under a pilot program for out porting ROS-5 vessels.

The CAPE VINCENT was activated on July 12 and sailed to Mobile, AL where it is currently at Bender Ship Repair for drydock and overhaul until late August. Upon completion of this shipyard period, the CAPE VINCENT will also return to Beaumont, TX in the Beaumont Reserve Fleet as a ROS-5 vessel.

The CAPE RISE was towed from its homeport of Portsmouth, VA to Detyens Shipyard in Charleston, SC, arriving on July 1. The vessel is currently undergoing drydock and overhaul at Detyens, which we expect will complete on approximately August 20.

The CAPE RACE is also scheduled to be towed to Detyens Shipyard on September 7 for its 5-year drydock and overhaul.

The SAVANNAH recognized the 50th anniversary of the launching of this ship with a weekend of festivities that was held in the Port of Baltimore from July 17-19, 2009. During this weekend, Marad and Keystone hosted over 1,800 visitors to this historic ship. Among the events held during the weekend was the dedication of the Promenade Deck Lounge in honor of President Dwight Eisenhower whose idea of "ATOMS For peace" began the construction of the SAVANNAH in late-1950s.

The FRED W. STOCKHAM completed its drydock and overhaul at Atlantic Marine in Boston on June 30. The vessel then proceeded to the Port of Jacksonville where it began preparations to load cargo in support of the U.S. Marine Corps maritime prepositioning program. The vessel completed its load out and sailed to an undisclosed location in the Indian Ocean on July 29.

The ROY M. WHEAT continues its mission as a maritime preposition vessel in an undisclosed location in the Mediterranean and the Eastern Atlantic. The vessel continues to support U.S. Navy fleet exercises in the Mediterranean.

The HARRY L. MARTIN continues its mission as a maritime preposition vessel in an undisclosed location in the Far East. Although the MARTIN has had fewer opportunities to participate in Navy Fleet exercises, the vessel has added to its reputation as a reliable maritime prepositioning asset in this area.

GREAT LAKES FLEET

KeyLakes Update – Safety Improvements

In just over a month Marine Safety Services Auditor Chief Engineer Rod Neale conducted safety and environmental audits on all five Great Lakes Fleet vessels currently operating. The audits began on May 19, 2009 in Gary, Indiana aboard the EDWIN H. GOTT and were completed by June 22, 2009 when Rod departed the PRESQUE ISLE back in Gary. In between these dates he also audited the EDGAR B. SPEER, JOHN G. MUNSON and the CASON J. CALLAWAY. To Rod's credit this was all completed with only 5 days of downtime. All vessels increased their audit score over the previous audit in 2008 by an average of 2.2 percentage points.

CONGRATULATIONS N/S SAVANNAH - 50TH ANNIVERSARY CELEBRATION

Keystone Shipping Co. is pleased to be the General Agent for the historic Nuclear Ship Savannah. On July 18, 2009, the SAVANNAH celebrated her 50th anniversary launching at New York Shipbuilding in Camden, NJ. The launching ceremony was reenacted on the Promenade Deck in a ceremony supported by the Maritime Administration, Keystone Shipping Co, Vane Brothers Inc. and the SAVANNAH Crew Association. In addition to the over 1,800 people who visited Savannah that weekend, the Liberty Ship JOHN BROWN also participated in the launching festivities. The sights and sounds resonated throughout the Port of Baltimore when, at the exact time of launching, whistles and horns were activated by the SAVANNAH, JOHN BROWN, and the many Vane Brothers tug boats in attendance at the Canton Marine Terminal. This was a significant milestone event in the continuing life of this historic vessel. Our appreciation and "well done" go out to the following people who made this a very memorable event: Mr. Erhard Koehler of the Maritime Administration and the SAVANNAH Technical Staff, Mr. Trevor Nancarrow, Port Engineer-Keystone Shipping Co., 1st Assistant Engineer Steve Jablonski, Senior Engineer SAVANNAH, Electrician Chuck Wharton, SAVANNAH Electrician, AB Gerard Costello, GVA Yvonne Swann, 3/M and EMT Mike Antonelli, who was doing a Special Internship on board SAVANNAH, and Deck Cadet Sarah Mock.

We salute all of our staff, as well as the US Maritime Administration staff and Vane Brothers staff that helped in coordinating this milestone event. A hearty well done and thanks to all for your efforts in making this a memorable and fun event!



N/S SAVANNAH and SS JOHN BROWN- Canton Marine Terminal, Baltimore, MD July 18, 2009

SAFETY COMMITTEE MEETING MINUTES

We continue to be very pleased with the content of the minutes from the shipboard monthly safety meetings and we highlight some recent points from a number of quality and environment vessels.

EDWIN H. GOTT - CAPTAIN M. GAPCZYNSKI - CHIEF ENGINEER S. THOMPSON - JUNE 4, 2009

- Extraordinary caution is being taken when landing men on the dock via the landing chair.
- The First Assistant informed crew how shutting off the fuel to the main engines from up in the port main deck hallway in case of an emergency could save time and possibly save lives in the engine room. This will shut down the engines immediately because there is no fuel reserve such as on the SPEER & BLOUGH.
- The Second Cook led a discussion on food safety and how the crew can protect themselves when the Galley and Mess Room is not being supervised by himself and the Steward. During non-meal hours it is important that the crew police the mess room to ensure that material susceptible to spoilage (the Second Cook went through items such as dressing) is returned to the refrigerator.
- The Captain led a discussion on security at docks regarding access control, the deck companionway and gangway relative to the need to control a single point of access.

PRESQUE ISLE - CAPTAIN T. BELLMORE - CHIEF ENGINEER S. ROANE - APRIL 30, 2009

- Safety observation revealed extinguished light bulbs and broken gloves.
- Dragging more than 2 lengths of hose requires additional help. Ensure that you have it.
- Safety Rover program reviewed and assigned.

CASON J. CALLAWAY - CAPTAIN D. WOLFE - CHIEF ENGINEER S. MCPHERSON - MAY 18, 2009

- Hand Safety, reviewed pinch points.
- Roving Safety Observers' findings.
- Communication in tunnel remains a challenge. Awaiting evaluation of new radio system incorporated in hardhat.

JOHN G. MUNSON - CAPTAIN D. WICHLACZ - CHIEF ENGINEER J. BELLMORE - JUNE 27, 2009

- Use of headlamps on hard hats when working in the dark was strongly encouraged. The 1st Mate will order more headlamps for this purpose.
- Some of the 1-1/2 inch water hoses are constructed of hard rubber that is stiff and retains its coil. This causes an issue with handling and knotting, which could pinch off water and cause a crewmember to lose balance. The 1st Mate will send a sample water hose that works well and ask Soo Marine Supply to only send that type of water hose.
- More non-skid strips are needed in the conveyer room. The 1st Mate is ordering additional non-skid strips.

CAPE RACE – CAPTAIN P. WRIGHT – CHIEF ENGINEER J. MATTHEWS – MAY 29, 2009

The CAPE RACE was host to the annual Maritime Incident Response Training Seminar (MIRTS), a two day event involving training exercises for 80+ shoreside firefighters from all over the country and other nations as well as representatives of various local, state and federal agencies. The crew of the CAPE RACE participated as much as possible in the various scenarios and lessons learned from this were reviewed. Some of the lessons garnered from the MIRTS training were improved hose techniques and better radio practice for clearer communication in an emergency. It was suggested that we try doing some drills with charged hoses to see how much more difficult it is to move a full hose.

ROY M. WHEAT – CAPTAIN P. GREALY – CHIEF ENGINEER K. SMITH – MAY 25, 2009

Discussed Lessons Learned from Exercise Phoenix Express involving Helo Ops. Crew did an excellent job with different scenarios of NATO Helos i.e. rappelling, landing, hovering, etc. This is the first time for live HELO OPS for most of the crew. Bravo Zulu to all!

KEYSTONE TEXAS – CAPTAIN T. MALANCHUK – CHIEF ENGINEER R. HOBSON – MAY 20, 2009

Chief Engineer reminded crew no paper towels are permitted to enter the marine sanitation device. Gamazene cleaning solution is the only solution to use for toilet cleaning.

DELAWARE TRADER – CAPTAIN D. MACDONALD – CHIEF ENGINEER E. SORESCU – APRIL 24, 2009

Reminder (every Safety Meeting) to all regarding NPDES permit requirements as to use of non-phosphate soap and that washing of clothes to be reduced as much as possible in port. Vessel's paper cup conservation project – objective in particular to wean us of paper cup usage and increase readily available plastic cups and ceramic coffee cups onboard. Valid effort in effect by crew. Vessel to continue our attempt to eliminate the use of paper cups onboard.

CAPE VINCENT – CAPTAIN D. SCOTT – CHIEF ENGINEER L. QUINONES – APRIL 30, 2009

Swine Flu – All hands requested to wash hands frequently, if ANYONE feels sick report IMMEDIATELY, go to your doctor and stay home till source can be determined. Do not put your shipmates at risk.

CAPE RISE – CAPTAIN J. JANSEN – CHIEF ENGINEER H. YARBROUGH – APRIL 20, 2009

It was also noted that the CAPE RISE is now compliant to the new National Pollution Discharge Elimination System and we are subject to audit and verification at any time.

SALUTE TO M/V CAPE RACE – ALERTNESS AND MEDICAL RESPONSIVENESS

We are pleased to pass along the following summary of a report from Captain Pat Wright and Chief Engineer Jim Matthews onboard the CAPE RACE. We salute the CAPE RACE for their prompt response and assistance given to a contractor who needed immediate medical attention while the vessel was berthed in Portsmouth, VA on July 7.

A contractor told the First Assistant Engineer that he was having some discomfort in his chest. The First Assistant Engineer notified the Chief Mate/Medical Officer who knew the contractor to be in his mid-fifties and a smoker and therefore at high risk for cardiac disease. The medical officer spoke briefly with the contractor and instructed the First Assistant Engineer to give the contractor an aspirin. The medical officer transported the contractor to the nearest hospital emergency room while informing the Port Engineer of the situation. The contractor's employer was notified of the situation. At the emergency room, it was determined that the contractor was having a heart attack.

The incident was reviewed with all hands at the morning meeting to garner lessons learned. Signs and indications of heart attack were reviewed and the administration of an aspirin as soon as it appears someone is in cardiac distress was discussed with the caveat that it should be determined if the person is allergic to aspirin. If they are capable of chewing the aspirin this will speed up absorption.

We offer a sincere well done from all of the Keystone team for your immediate assistance to one of your work colleagues. Our hats off to the entire CAPE RACE team for your vigilance and potentially life saving efforts with this contractor.

PREVENTING SHIPBOARD INFLUENZA

By Patricia M. Campbell RN, MSN, CCRN, ANP, CS – MAS/Medaire

With current headlines about the recent H1N1 influenza outbreak, it is important to understand best practices regarding influenza and preventing the spread of infection. While the H1N1 virus is currently a hot topic, seasonal influenza is also a concern. Many crewmembers will bring along the common influenza virus and pass it among other crew – especially since the ship's confined environment is conducive to the spread of communicable disease.

So, how can you ensure the health of your crew during influenza season? You can start by recognizing the signs and symptoms of influenza and arming yourself with prevention strategies.

What, exactly, is influenza? Known commonly as the flu, influenza is a respiratory virus easily spread by coughing, sneezing or talking. Influenza can land on surfaces such as tables, hand rails, utensils, glassware and door knobs. When another person touches those surfaces and rubs his nose or eyes, he can 'self-inoculate' and introduce the virus into his mucous membranes.

In the northern hemisphere, the onset of flu season usually begins in October and increases among the general population until early spring. Meanwhile, the southern hemisphere flu season typically runs from April through September. Therefore, designated medical officers and crew must be aware that flu season is always occurring somewhere in the world.

How to recognize influenza

The U.S. Centers for Disease Control and Prevention (CDC) reports that healthy adults are able to infect other people with the flu one day before they experience symptoms and five to seven days after getting sick. It is important to recognize the signs of flu and avoid contact with other people to help prevent the spread of disease. The most common signs of seasonal influenza, according to the CDC, are:

- coughing;
- a runny or stuffy nose;
- fever or chills;
- body aches and fatigue;
- headaches, and;
- diarrhea (more commonly in children than adults).

Preventing Influenza

Many other respiratory illnesses have similar signs and symptoms to the flu, which means it may sometimes be difficult to distinguish between a common cold and influenza. To help prevent influenza, pass on the following advice to your crew:

- Obtain a flu vaccine. (Note: current flu vaccinations are not effective against the current influenza H1N1 outbreak)
- Avoid close contact with other people who appear to be ill.
- Cover your mouth and nose with a tissue when coughing or sneezing, then throw the tissue away and wash your hands.
- Wash your hands frequently with soap/water/friction and use a towel to dry your hands. Use a hand gel in between hand washings to clean your hands.
- Avoid touching your eyes, nose or mouth. Viruses are often spread by touching contaminated surfaces and then touching the eyes/nose/mouth.
- Clean surfaces frequently. Clean tables/hand rails, door knobs, control panels, phones and keyboards with a disinfectant.

Above all, stay in good health by eating a healthy diet, managing your stress, exercising, getting plenty of sleep and avoiding smoking.

Stopping the Spread of Influenza On Board

To help prevent the spread of influenza (including H1N1), advise your crew to take the following steps:

- Isolate ill crew to their cabin until they are symptom free for 24 hours.
- Ill crewmembers should wear surgical masks if coming into contact with anyone else.
- Minimize the number of personnel directly exposed to the ill person; ideally one caregiver should be designated.
- Caregivers of the ill should wear gloves and an N95 mask when interacting with the ill crewmember.
- Caregivers should diligently wash their hands with warm soapy water before and after care (hand sanitizer is an acceptable alternative).
- Ill crewmembers should be given their own bathroom to use. If this is not possible, the facility should be cleaned after each use by the ill crew (this includes wiping down all fixtures with disinfectant).
- All trash-tissues, gloves, masks, etc. should be disposed of as biohazard waste.
- Contact your telemedicine provider for management of symptoms.

High-risk individuals – the elderly, young children and people with chronic illnesses – are particularly susceptible to serious complications from the flu and should contact a telemedicine provider immediately when experiencing:

- shortness of breath or difficulty breathing;
- dehydration/vomiting/severe diarrhea;
- worsening of medical conditions, or;
- profound weakness/fatigue.
- persistent high fever or severe headache

Don't let influenza slow down your crew this season. Prevention of the virus is the key to healthy crew aboard your vessel. Paying close attention to personal hygiene, frequent hand-washing and vaccinations may be the only steps necessary to stop influenza.

ROUTINE CAN BREED COMPLACENCY

The following are some tips to help you avoid complacency.

CLOSE CALLS / NEAR MISSES – It's hoped that your experience on the job will illuminate this potential pitfall. If you have been sailing for 20 years, you have had enough scares and close calls to remind you of the inherent dangers awaiting the unsuspecting mariner. Share your near misses with your shipmates and Keystone team members.

JOB INTEREST – All professions can become routine and a bit boring over time. Going to sea is no different. Read those professional articles. Keep yourself sharp and up to date. Pull out some of those dusty textbooks you haven't read in years. Some sections will take on a whole new meaning. Hold a small class and share your experience and knowledge with your shipmates. Not only will this be an excellent review for you, it also may earn the appreciation of your shipmates.

ATTITUDE – We know that attitude plays a major role in our performance. When you're feeling a bit down, it can contribute significantly to complacency. We must acknowledge that leaving homes and loved ones behind, enduring winter storms, struggling with long, dark days and suffering through cold, wet port calls is difficult. But this is the life that we have chosen. All of us share an enormous responsibility. We must ensure that we stay fit mentally and physically. Maintaining a proper attitude is part of this responsibility.

All too frequently we see human error listed as the contributing factor in a maritime casualty. How often, we wonder, did complacency play a role? It's a comfortable feeling to have gained invaluable experience through years of hard work. The next challenge is to remain a diligent professional. Don't run yourself aground on the treacherous reef of complacency!

Adapted from c/o NSC Marine Section Newsletter

CONTINUED IMPROVEMENT IN GALLEY OPERATIONS

Keystone requires safe and sanitary galley operations on all of our vessels. Towards that end, we recently engaged an outside food operations auditor to review practices aboard vessels. Continued training and review of safe food handling practices, proper personal hygiene practices, and advanced planning of menus and ordering, will provide a greater opportunity for continued efficiency and safety of the Galley operation. To assure the department and systems are working, proper monitoring and verification of the system is needed in addition to continued training and follow-up reviews. Keystone has taken great steps in setting standards of expectation for food safety and sanitation. Creating a standard set of procedures and practices will help to assure consistently safe, sanitary and cost efficient galley operations. Monitoring, verification of results, training, and follow-up inspections will help to validate results. Our thanks to the two vessels that participated in the recent galley operations audits.

NEAR MISS REPORTING

Near Miss Reports (KSC Form 620; 2/04) provide some very useful issues to discuss and consider as you go about your tasks aboard our vessels and ashore, as well. Space does not allow us to print all the near misses we have received. This sample will provide you with an idea of what should be reported and potential benefits we can gain from them. We thank everyone who submitted the near misses mentioned below, as well as those that we were unable to fit into this article. Please continue to submit Near Miss Incident Reports so that we can share any significant Lessons Learned. Through the help of all of our vessels, we have witnessed an increase in Near Miss Reports. Near miss reporting plays an integral role in eliminating injuries and environmental incidents. We expect 100% participation from all vessels, which means, as a minimum, a near miss for each month of service during the year for all of our vessels. (Twelve near misses minimum in 2009 for Keystone vessels, and a minimum of ten near misses in 2009 for the Key Lakes vessels.)

Our Keystone Shipyard Safety Program continues its unparalleled success owing to the combined efforts of our excellent Keystone teamwork. A trend, which you will see with several of these near misses, is the need for our constant vigilance with shipyard workers and outside contractors. Please continue your good efforts.

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
Shipyard personnel walked off job with a 1-1/2" fire hose open, running into the lower cargo hold. With inadequate fire main and cooling water pressure to start, walking off with an open hose left the vessel with even less fire main pressure.	Shipyard employees left the vessel without checking their work area.	Shipyard Project Manager called to scene and corrective actions taken.
While assisting the shipyard electricians on the embarkation deck, I smelled something burning. Upon investigating, I found the paint blistering on the bulkhead and the metal was on fire. Shipyard personnel were observed burning with a torch on the plenum for work item without a fire watch. I called the shipyard Safety Officer and advised him of the situation. A fire watch was set.	Shipyard employees unaware and unresponsive to OSHA standards (Subchapter P – 29CFR 1915.504).	Shipyard Safety Officer called to scene and corrective actions taken.
Subcontractor's acetylene hose without torch or shut-off valve discovered emitting gas in ER Machine Shop creating potential explosive atmosphere.	Failure of subcontractor to follow safe welding / burning procedures, Shipyard policy and KOPM.	Ensure subcontractors follow proper procedures. Offending subcontractor warned by Shipyard Safety Manager that future failure to follow procedures would result in removal of responsible employee.
While warming potatoes in the microwave oven located in the pantry, a small fire started in the microwave. The fire was extinguished immediately and there was no damage to anything except the microwave oven itself. No injuries were reported.	The outside contractor who was using the microwave, walked away from the oven believing that it would stop automatically. It is also believed that she set the time for much longer than she wanted. The potatoes cooked until they started a fire.	Proper instruction on the new microwave will be given as soon as it arrives. It will be impressed upon all operators of the oven that proper operation includes not walking away from it while it is in operation.
Before departing port, two vessels were moored side to side. Lines on one of the vessels were slackened to allow the fenders between the vessels to be shifted and secured to the other vessel. During the process, a dockworker that was involved in moving the fenders jumped down from the main deck of the vessels to the fender in an attempt to loosen the securing gear. The dockworker made it back safely onboard the vessel, but his actions could have resulted in serious injury or even death.	Contract employees unaware and unresponsive to high safety standards.	The contractor was immediately notified of Keystone's Safety Policy regarding the proper use of PPE and working outside of the lifelines of the vessel.
A fire extinguisher was found in the Engine Room that was not approved for use aboard ship. This was an air pressurized water type left by a shipyard worker.	Shipyard worker inattention.	The extinguisher was discharged and thrown away as it posed a larger danger being unapproved and without means to maintain its functionality (daily air pressure recharge).
While a wiper was cleaning an exhaust bellows flange with an electric wire brush, he made sure he was wearing his proper PPE. But when he set up the extension cord he was using, he ran the cord from an upper deck receptacle down the middle of the ladderway to the job site. Upon seeing the unsafe practice, an A/E had the wiper move the extension cord to a safe location, out of ladderway area.	Not practicing basic safe job procedures, keeping all walkways clear of tripping hazards.	Review safe job procedures and recheck job assessment hazards during the job.
During sanitary inspection, it was observed in one of our staterooms an unapproved triple outlet 3 in 1 electrical plug that had shorted out recently creating a fire hazard. Another of this type was found during inspection and discarded.	The approved 4 strip surge protectors that are available to the crew was not evident in the room. Placards will be placed in each room noting only approved surge protectors allowed and to see the Chief Mate for issue. Discussion at next safety meeting. (Lessons Learned G.I.M. 2845 – 1/27/09 – UPS and Surge Protection)	Approved surge protectors in each room checked. Several rooms were issued these approved surge protectors.
While doing vessel sanitary and quarters inspection, found two crewmembers using cheap, plastic outlet strips in their rooms. This has been not only a GIM (No. 2845 – 1/27/09) but has been gone over time and again at Safety Meetings. The two crewmembers will be reprimanded, as they know better. We have the proper ones in stock.	Negligence on crewmembers' part.	Constant training and rechecking.

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
Tug stern line parted while tightening up with capstan. A backup safety line and bowline held the tug in the notch. Fortunately, no one was injured. This event occurred when the river stage was very high with an estimated velocity of 4.5 knots.	Suspect UV damage to stern line. (8" poly-dac) and sharp upward angle through fairlead to a light barge.	The line was taken out of service. All hands instructed to use caution while tightening lines with the capstan. Also do not attempt to pull tug into notch with capstan. If tug drifts back while loading the main engines are to be started and tug repositioned. We will review this near miss during our next monthly safety meeting.
AB's not unplugging hatch crane heater before moving hatch crane, separating wires and causing potential electrical hazard.	Operators not paying attention to situational awareness, not following established procedures.	Hang safety sign on electrical cord with pendants on to draw attention to plug. Plug is located within easy view of operator.
While rinsing tunnel, ABU walked around tail pulleys and stepped into a hole 12" in diameter that was under water. This is a drain from outboard side of tunnel (wing) to sump pit located more inboard.	During the previous sailing season the cover was apparently removed for cleaning and was never put back in place.	Replace cover.
In preparation for HELO (Helicopter) OPS, a HELO fire fighting drill was held. During this drill, the AFFF hoses located on the HELO deck were pressurized to full pressure. Suction tubes used to educt AFFF from tank was pulled from tank to prevent foam from being discharged during the drill. After completion of drill, the fire pump was secured taking pressure off the AFFF station. While securing the HELO foam station, the crew placed the suction tube back in foam tank, rolled the hoses back on the station, and closed the fire main supply valve used to pressurize the AFFF hoses. Securing the two HELO foam stations took approximately 10 minutes. During this 10-minute span (with the fire main supply valve open) water draining from foam station/hose back into fire main caused siphon from foam tank inducing approximately 40 gallons AFFF into fire main. The next day utilizing fire pump for testing repairs made to the HELO foam station, the AFFF in fire main exited into the water via the anchor washdown system, which is also supplied by fire main.	Failure to close fire main supply valve to foam station promptly after utilizing foam station.	Train HELO fire fighting team and supervisory deck officers to check that fire main supply valve is closed before securing fire pump.

SQE OBJECTIVES AND TARGETS FOR 2009

- 1-09 **Objective:** Maintain an Environmental Management System to ISO 14001 standards. (Champion-J. Watters)
Update: In the second quarter of the year, the MICHIGAN and the Main Office Departments completed internal audits. The Keystone corporate office and ROY M. WHEAT have successfully completed ABS SQE Audits.
- 2-09 **Objective:** Reduction of company paper use. (Champion-J. Watters)
Update: For the first six months of 2009, our total usage in the combined Keystone Fleets and Key Lakes Fleets and in our Duluth and Bala Cynwyd offices has been 228 cases. For the first half of 2008, paper use was also 228 cases. Your conservation efforts are needed as we look to continue our past practice of paper reduction.
- 3-09 **Objective:** Regulated disposal of batteries. (Champion-I. Boshes)
Update: 8 buckets were collected in the second quarter of 2009 bringing us to a total of 17 buckets for the first 6 months of 2009. This compares to 15 buckets for the first 6 months of 2008. Thanks to all vessels, as well as to all of our office staff, for your steady participation and 13% increase in battery recycling this year! Let's continue this positive recycling trend for the remainder of 2009!
- 4-09 **Objective:** Ballast Water Management – Sediment Accumulations. (Champions-B. Fernie and C. Gabrielson)
Update: All vessels are reminded to conduct the required ballast tank sediment inspections as required by QPOL 150 as tanks are available. Vessel staff are also reminded to periodically review their vessel specific Ballast Water Management Plans.

The NPDES (National Pollution Discharge Elimination System) Vessel General Permit requirements are now in effect. Notices of Intent have been completed and submitted for the Key Lakes Fleet as well as the Commercial Fleet. MARAD is completing the NOI's for their vessels and that process is well on the way. We continue to be concerned over the state requirements which vary from state to state and are in addition to the Federal requirements. This patchwork array of requirements is what the industry did not want to see and efforts are ongoing at this time to align these with the Federal NPDES requirements. We are hopeful that these efforts will be successful. Until this is sorted out we again remind vessel staff to review the state specific requirements found in Section 31 of the NPDES Workbook prior to undertaking a voyage.

- 5-09 **Objective:** To Prevent Water Pollution from Marine Sanitation Device Discharge (Champion-V. Urbani)
Update: International Sewage Regulations (MARPOL ANNEX IV) enters into force January 1, 2010. USCG has issued NVIC 1-09 for obtaining a Statement of Voluntary Compliance to Annex IV regulations. Keystone is reviewing the regulations and NVIC to establish compliance for the vessels.

6-09 **Objective:** Management and Recycling of E-Waste (Champion - Ms. Maryann Specht)
Update: Keystone Shipping Co. with the assistance of its vendor managed the electronic recycling of old and outdated CRT monitors, desktop computers, printers and servers from our main corporate office in Bala Cynwyd, PA. We were able to use their service and recycle over 40 CRT monitors, 42 computers, 21 printers and 1 server last year. We encourage our mariners and our satellite offices to follow our new environmental initiative and similarly seek out comparable, environmentally friendly computer recycling centers when the need arises.

ANNOUNCEMENTS

We continue to request personal milestones within the Keystone Family, both afloat and ashore for our quarterly Safety Line. We encourage you to submit your announcements in writing to:

Ms. Stella Delia - E-mail Address: sdelia@keyship.com

The date to submit articles for the Autumn Edition
of the **Keystone Safety Line** is November 15, 2009.
Please submit all items to Ms. Stella Delia, sdelia@keyship.com "Safety Line Submission".

**"THINK SAFETY
ACT SAFELY
SAIL SAFELY"**

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**Your comments and input are always solicited
and appreciated!**



