



# Keystone Safety Line

Safety ⇒ Environmental Care ⇒ Quality Service

NO. 87

KEYSTONE SHIPPING CO.

Spring 2011

## KEYSTONE/KEY LAKES FLEET SEMINAR FEBRUARY 21 – 25, 2011 DESTIN, FLORIDA



The Keystone/Key Lakes 2011 Fleet Seminar was held February 21-25, 2011 at the Palms of Destin Resort in Destin, Fla. The attendees represented an appropriate cross section of all Fleets (MSC, MARAD, Tankers, and Key Lakes Fleet) along with a considerable number of shore staff also participating. In addition to the senior officers we invited select unlicensed personnel from the various fleets. This was our second visit to the Palms of Destin Resort and all attendees were again impressed with the accommodations, food, and the relaxed atmosphere provided by this facility.

Topics covered during the 2011 Fleet Seminar were as follows:

- GOTT Repowering – a highly informative presentation by John Thibodeau, Rick Harkins, and Mitch Koslow detailing the successful GOTT re-engineering project and the potential for future similar projects with the Key Lakes Fleet.
- Safety in Motion - As a follow up to last year's seminar, Mr. Richard Blaho continued the interactive discussion of physical techniques and reenergizers proven to reduce the risk of injury to muscles, tendons, joints, and nerves.
- Safety – Presentation and roll out of Keystone's Risk Assessment Guidance, Safety Trends, eye protection, significant Lessons Learned and a recap of Keystone/Key Lakes 2010 safety and environmental performance facilitated by Jerry Walls, Tim O'Connor, and Bob Quigley.



- Physical Strengthening and Improving Health for a Maturing Workforce – Bill Mahaffey and Jonathan Sakowski provided information regarding cardio-respiratory fitness and all attendees participated in a "Single Stage Bench Step Test" to produce an exercise induced heart rate increase. The step height and the number of times per minute that a person steps are combined in an equation that estimates the individual's ability to use oxygen. The data generated created a baseline for each attendee's cardio-respiratory fitness level that can be monitored. We are pleased to advise that all attendees survived the exercise.



- Key Lakes Commercial and Season Forecast – Gregg Ruhl’s presentation of Key Lakes Fleet 2011 expectations and projections was well received by all attendees, particularly the deep sea personnel unfamiliar with the Great Lakes operation.
- Government Vessel Operations – Louis Cavaliere provided a power point presentation to all attendees regarding government vessel operations – both MARAD and MSC.
- Personnel Issues – Dave Schultze and Rachel Romich discussed Labor Management issues and Key Lakes crewing assignments for 2011.



- Salvage and Marine Firefighting and Vessel General Permit – the status of rulemaking for Non-Tank vessels relative to the Salvage and Marine Firefighting requirements currently in place for tankers was presented as well as a discussion of the USCG taking the compliance responsibilities relative to the Vessel General Permit.
- Regulatory Update – Ms. Kathy Metcalf (VP Chamber of Shipping of America) and Mr. Rick Harkins presented updates and led discussion on current and proposed legislation relating to Air Emissions, VGP, Ballast Water, and Seafarer Access. Patty Finsterbusch also provided information regarding the new STCW requirements including the 2010 Manila amendments.
- Vessel Security Officer Training – Mark Doherty from ECM provided VSO training to all Key Lakes attendees.



- Environmental Initiatives – Mitch Koslow and John Thibodeau provided information regarding “green” products currently in use on several of our vessels and the continued efforts undertaken by Keystone/Key Lakes to expand the use of these types of products across all fleets.

Our combined 2011 Keystone/Key Lakes Fleet Seminar built on the success of the 2010 Seminar. The enthusiastic participation of those in attendance is the key to this success. We thank all attendees and shoreside presenters for their efforts.

As always, we solicit your input for new ideas and topics for our 2012 seminar.



**Keystone Fleet Safety and Environmental Standards are among the most stringent in the industry.  
Our Fleet Accident and Pollution Free Day Statistics as of March 31, 2011.  
We need you to continue your fine efforts!**

Vessel	Accident	Pollution	Vessel	Accident	Pollution
ANTARES	31	31	PHILIP R. CLARKE	214	673
ARTHUR M. ANDERSON	1623	1752	DELAWARE TRADER	2819	2943
ROGER BLOUGH	570	1732	DENEBOLA	31	31
CASON J. CALLAWAY	1244	1564	EDWIN H. GOTT	1551	547
CAPE KENNEDY	3529	1244	JOHN G. MUNSON	1387	634
CAPE KNOX	3646	1059	POLLUX	31	31
CAPE RACE	3466	1829	PRESQUE ISLE	1875	525
CAPE RAY	3803	665	REGULUS	31	31
CAPE RISE	3803	2868	EDGAR B. SPEER	1441	98
CAPE VICTORY	4426	5935	FRED W. STOCKHAM	11	<b>938</b>
CAPE VINCENT	5753	1717	ROY M. WHEAT	644	1351

**NOTABLE SAFETY AND ENVIRONMENTAL ACHIEVEMENTS SINCE THE WINTER SAFETY LINE (NOVEMBER 30, 2010)  
As always, we strive to maintain Keystone's goal of providing the safest and most environmentally sound transportation service.**

**SAFETY**

12<sup>th</sup> Consecutive Award  
CAPE VICTORY (15<sup>th</sup> overall)

5<sup>th</sup> Consecutive Award  
PRESQUE ISLE

4<sup>th</sup> Consecutive Award  
EDWIN H. GOTT

**ENVIRONMENTAL**

16<sup>th</sup> Consecutive Award  
CAPE VICTORY

8<sup>th</sup> Consecutive Award  
DELAWARE TRADER

5<sup>th</sup> Consecutive Award  
CAPE RACE (10<sup>th</sup> Overall)

4<sup>th</sup> Consecutive Award  
CASON J. CALLAWAY (5<sup>th</sup> overall)

**COMMERCIAL FLEET**

The DELAWARE TRADER continues to trade between Louisiana and Florida. The DELAWARE TRADER achieved 8 consecutive years of Pollution-Free operation on March 8, 2011.

**GOVERNMENT FLEET**

The ROY M. WHEAT is currently in repositioning status at an undisclosed location in Western Atlantic/Mediterranean. We are pleased to report that the WHEAT continues to meet all of its operational commitments including most recently the participation in a combined NATO Fleet Exercise in the Eastern Mediterranean.

The FRED W. STOCKHAM remains in repositioning status at an undisclosed location in the Indian Ocean. The STOCKHAM also has played a successful role with her participation in Fleet Exercises in the Indian Ocean.

The SAVANNAH remains docked in the Canton Marine Terminal in the Port of Baltimore. The ship will continue in safe storage status as we renew the berthing contract with Canton Marine for another six (6) months on May 8, 2011.

The CAPE VICTORY and CAPE VINCENT continue in ROS-5 status in the Beaumont Reserve Fleet. Each of these two vessels is scheduled for a 10-day Maintenance Sea Trial during the month of May. We also welcome Captain Mark Nowak in his new assignment as the Permanent Chief Mate-ROS on the CAPE VICTORY.

The CAPE KENNEDY and the CAPE KNOX continue in ROS-5 status at the Poland Street Wharf in the Port of New Orleans. The CAPE KENNEDY will activate for sea trials on May 16, 2011 to test the installation of a new main engine control system. We also welcome Chief Engineer Lawrence Woodson as the new Permanent Chief Engineer-ROS on the CAPE KNOX. Lawrence replaced Matt Shulick this past January 17.

The CAPE RACE, CAPE RAY and CAPE RISE remain in ROS-5 status in Portsmouth, VA.

We are pleased to announce that new stern ramps have been approved to be retrofitted on the CAPE RACE later this year and on the CAPE RAY in 2012. This retrofit installation for the CAPE R-Class ROROs is one of high importance to both Keystone and the Maritime Administration.

Finally, we report the retirement of Mr. Vince Canepa as supervisory Marine Surveyor for Marad, Division of Atlantic Operations. Mr. Canepa has had a long and distinguished history as a Chief Engineer at sea and as a Marine Surveyor ashore. Vince has been associated with the Cape R-Class ROROs since their reflagging in the mid-1990s. We have worked with Vince since Keystone took over the operation of the Cape Rs in 1999, first as Marad Surveyor and then as Supervisory Marine Surveyor. We have worked well with Vince through these years and we have come to value his opinions and decisions. We wish Vince and his wife Theresa well as they begin their retirement.

On March 1, 2011, Keystone Ocean Services assumed management of four of the eight SL-7's on behalf of MARAD; the ANTARES/DENEBOLA in Baltimore and the REGULUS/POLLUX in Philadelphia. These ships have quite a history and are a welcomed addition to the Keystone Fleet. (More on page 7)

## KEY LAKES FLEET

The Key Lakes Fleet steamed into the winter lay-up months a bit early with the re-powering of the 1000 foot, EDWIN H. GOTT. The Vessel made its winter home at Sturgeon Bay shipyard on November 21<sup>st</sup>, 2010 for the extended stay to remove old engines and install new ones. More details in other articles concerning the success story follows throughout this issue. From an 'outside' point-of-view, whenever in Sturgeon Bay throughout the winter and seeing the activity, it must be stated that any person would come to the conclusion that the entire Keystone/Key Lakes team pulled off a major project that is still producing surprising and remarkable results. Mitch Koslow, Rick Harkins, Don Lindquist, Willie Keyes, and of course, the Chief Engineer, Scott McPherson – all deserve a "Hat's OFF" – Honorable Mention – and an all around "ATTA BOY" for their extensive, nonstop efforts in accomplishing the GOTT project. As previously mentioned, the GOTT laid up on November 21<sup>st</sup> and set sail on sea trials on Friday, March 25, 2011 – ON SCHEDULE! Great job guys and also to the crew currently making it work. The remaining fleet was laid up this year in our usual locations. The ROGER BLOUGH and the JOHN G. MUNSON laid up in Duluth; the GOTT, CLARKE and ANDERSON were in Sturgeon Bay and the PRESQUE ISLE, SPEER and CALLAWAY were laid up in Erie, Pa. Winter work was busy everywhere.

The PHILIP R. CLARKE was the first vessel to sail into the new season this year as she departed the dock in Sturgeon Bay, Wisconsin on March 10, 2011. The CASON J. CALLAWAY was shortly behind as she departed Erie on March 17, 2011. The ARTHUR M. ANDERSON, (from EDMUND FITZGERALD fame) should receive a little recognition here as well. The ANDERSON had just gotten off the blocks with her 5 year inspection and was scheduled to depart the layup dock on March 27, 2011. Due to next to impossible scheduling situations, the deck crew arrived to go to work on the same morning in which the annual inspection was to be held. With US Coast Guard limitations, any small glitch preventing the passing of inspection could have delayed the vessel an extra two days, either due to working hours conflicting with the weekend or other USCG obligations with other fleets. There was no room for error. A big thanks to the entire ANDERSON crew for the non-stop work they did in the 1 and 2 days prior in preparing the vessel for the inspection. The ANDERSON sailed a day early on March 26, 2011.

Eight vessels were already in the icy waters by the end of March and the US Coast Guard Cutters were busy keeping the navigable waters open. Mother Nature did her work a bit slower this year as ice was a problem up until about April 12<sup>th</sup>. At present, the ice is gone and the vessels are plying the fresh water seas for another season, moving the raw steel from the iron mines to the steel plants.

On May 13, 2011, another vessel, the MV GREAT REPUBLIC, was welcomed to the Key Lakes Fleet. Intentions are that she will soon commence service during the 1st week of June 2011.



*CLARKE departing Sturgeon Bay March 3, 2011*



*GOTT underway at Sturgeon Bay March 25, 2011*

### ***SAFETY, QUALITY AND ENVIRONMENTAL 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 vessels.**

#### **EDWIN H. GOTT - CAPTAIN M. GAPCZYNSKI - CHIEF ENGINEER S. MCPHERSON – MARCH 24, 2011**

- Mr. Tim O'Connor from the Bala Cynwyd office was aboard for the meeting and gave a brief review and congratulations on the 2010 season's safety performance. Seven key points were discussed that will help the ship reach its goal of five years of accident free days; 1. Safety Empowerment, 2. Situational Awareness, 3. Slow Down, 4. Safety Rover Program, 5. JHA and Risk Assessment, 6. Near Miss Reports, 7. PPE.
- Reviewed some of the 2010 Near Miss Reports and the importance of these reports in accident prevention.
- Additional points to avoid problems and enhance safety: Don't escort intoxicated crewmembers back to the ship, the dangers of working around moving conveyor belts, immediately notify supervisors of all incidents and injuries, and take an active participation in accident prevention.

**PRESQUE ISLE – CAPTAIN T. BELLMORE – CHIEF ENGINEER T. KNAPP – MARCH 21, 2011**

- Topics covered during the Fit-Out Safety Meeting for the Deck Department
- Vessel's current safety record.
- Situational Awareness
- Drug and Alcohol Policy
- Policy on the use of cell phones.
- Policy on the access and use of the internet.

**ROGER BLOUGH – CAPTAIN M. BLATNIK – CHIEF ENGINEER B. DONALDSON – MARCH 22, 2011**

- Fitout Safety Meeting for the Engineering Department 3/10/11.
- Fitout Safety Meeting for the Deck Department 3/22/11.
- The importance of and need for Near Miss Reports.
- Continuation of the Safety Rover Program.
- Risk Assessment, every job requires a risk assessment. Risk assessments may be a comprehensive formal report, a simple checklist such as the use of the JHA book, or an informal discussion/review in a tool box talk.
- Hand Injuries, correct gloves.
- Eye injuries, safety glasses always, safety goggles when using machines and power tools.
- Report all accidents immediately. All slips/falls are accidents. Identification of back pain while performing a job is an accident.

**CAPE RACE – CHIEF MATE P. WRIGHT – CHIEF ENGINEER J. MATTHEWS – MARCH 29, 2011**

- Chief Engineer back from training in both marine electric propulsion and high voltage safety gave the crew the benefit of his training and showed all present a video on high voltage electrical safety.
- Chief Engineer advised all onboard to exercise caution when opening electrical breaker panels and to avoid high voltage arcing by standing to the side when opening them.

**CAPE RISE – CHIEF MATE J. HAUCK – CHIEF ENGINEER H. YARBROUGH – MARCH 29, 2011**

- Conducted a paint locker room fire drill walk through and reviewed response tactics as per the vessel pre-fire plan. Working on proposed amendments to the plan for the sake of accuracy.

**CAPE VICTORY – CHIEF MATE – M. NOWAK – CHIEF ENGINEER J. WHITE – MARCH 28, 2011**

- MSA Thermal Imaging Camera (TIC) model Evolution 5620HD training and operation conducted for all hands. This superb device, equipped with (2) two-hour battery packs, is submersible and designed for fire fighting. It has a high sensitivity mode for finding persons and fires in smoke filled compartments. High sensitivity mode allows hot spots to be located and assessed. Other uses aboard are electrical equipment thermography and locating HVAC leakages and verifying motor heaters.

**DELAWARE TRADER – CAPTAIN C. CHAPMAN – CHIEF ENGINEER T. RICKER – MARCH 23, 2011**

- A training drill was held in which CO2 release was simulated.

**POLLUX and REGULUS – CHIEF MATE J. VERRILLI – CHIEF ENGINEER – R. SHEA – MARCH 25, 2011**

- On March 2nd, a former crewman returned on an unauthorized visit. The Chief Engineer and Bosun found him in the aft house acting suspiciously. He came back to get some personal gear which should have been removed the previous day. Crew accompanied the man while he obtained his gear and until he was off the vessel. Total of three gate access codes were promptly changed.

**ROY M. WHEAT – CAPTAIN J. MATTFELD – CHIEF ENGINEER R. CRIDER – MARCH 30, 2011**

- Chairman discussed and reviewed action to be taken whenever anyone gets any chemicals or unknown substance on them and the need for 15-20 minute flushing with cool or cold water. Reminder was given with regard to safety when embarking and disembarking on launch. Close call with a crew member at "BOBO" pointed out how this is an area for extra attention. Also advised crew of new risk assessment program that has just been received by vessel department heads.

**CAPE VICTORY – CHIEF MATE R. NOACK – CHIEF ENGINEER D. GIFFORD – FEBRUARY 28, 2011**

- Chief Engineer mentioned a discussion they had at the recent Keystone/Key Lakes Seminar concerning safety glasses. Even though some glasses have safety shields, it is still required to wear the goggles for complete eye protection, when necessary. The next day, prior to starting a buffing job, an AB was going to start a buffing job without goggles. A near miss will be written, concerning the proper use of PPE.

## SS REGULUS



S/S REGULUS

Formerly the "SEA LAND COMMERCE", the REGULUS RoRo was built by Wesser in West Germany and launched in 1973. After being purchased from SeaLand Services, and undergoing conversion to a partial RoRo ship (Roll On-Roll Off) by NASSCO in San Diego, she was turned over to the Navy in 1985. REGULUS holds the 'Blue Ribbon' award for fastest transit of the Pacific Ocean. She achieved this record on July 6, 1973 with an average speed of 33.27 knots (or 38.31 mph) over a distance of 4,840 nautical miles, completing a trip from Yokohama to Long Beach in 6 days, 1 hour and 27 minutes.

"SEA-LAND EXCHANGE", now ALGOL, crossed the North Atlantic in 1973 at 34.92 knots, only .97 knots slower than the UNITED STATES.

The Fast Sealift Ships (FSS) or SL-7's, are named after one of the 54 navigational stars. The star REGULUS is found in the constellation of Leo, a very bright white star located in the crown of the lion's head.

REGULUS is joined by POLLUX here locally at the Philadelphia Navy Yard and ANTARES and DENEbola are currently situated at Locust Point Pier in Baltimore. We welcome these vessels to the Keystone managed MARAD fleet!

- SS ALGOL (T-AKR-287) ( formerly MV *Sea-Land Exchange*)
- SS BELLATRIX (T-AKR-288) (formerly MV *Sea-Land Trade*)
- SS DENEbola (T-AKR-289) (formerly MV *Sea-Land Resource*) \*
- SS POLLUX (T-AKR-290) (formerly MV *Sea-Land Market*) \*
- SS ALTAIR (T-AKR-291) (formerly MV *Sea-Land Finance*)
- SS REGULUS (T-AKR-292) (formerly MV *Sea-Land Commerce*) \*
- SS CAPELLA (T-AKR-293) (formerly MV *Sea-Land McLean*)
- SS ANTARES (T-AKR-294) (formerly MV *Sea-Land Galloway*) \*

\* Managed by Keystone Ocean Services effective March 1, 2011

### **PHILANTHROPISTS ABOARD THE CAPE RISE!**

The crew of the CAPE RISE collectively decided to share part of their recent Tenth Consecutive Keystone Safety Achievement Award with some of the people in their Norfolk area community who are less fortunate than themselves. The crew said they were inspired to do this in part by reading in the Keystone Safety Line about the generous donation the crew of the USNS ROY M. WHEAT made to the Semper Fi Fund.

The crew provided input regarding which organizations might be worthy recipients of charitable gifts. Subsequently, Chief Engineer Hugh Yarbrough and Chief Mate Jeff Hauck conducted research to narrow the selection to four charities and these were each given \$500.

Two of the recipients are local grass roots charities that are involved with feeding, clothing and housing the homeless. They are the Union Mission Ministries and Oasis Social Ministry. The photo below at left shows Bosun Walter Ritvsky and Chief Mate Jeff Hauck making the donation to the Director, Linda Jones of the Union Mission Ministries. The photo on the right is of Bosun Walter Ritvsky presenting the donation to Oasis Social Ministry Director Ann Roisen.



The Foodbank of Southeastern Virginia was the third recipient of the crew's generosity. In the photo below, Bosun Walter Ritvsky and Chief Mate Jeff Hauck are shown making the award to the Director, Jessica Lehman and the Chief Philanthropy Officer, Marianne Vargas of this organization. The Foodbank provides meals in their own soup kitchen and even distributes free food to some of the same charities that the crew had already donated to. They allow poor families to "shop" their shelves and take home groceries for a week's use. They distribute over 1 million pounds of food per month. The gift of \$500 will cover the cost of 1,500 meals to the hungry people of Hampton Roads!



The final donation was made to the Children's Hospital of the King's Daughters. CHKD is an organization that brought the crew a great deal of personal satisfaction especially to those who were on hand to present the check. The \$500 donation went to the Adopt a Buddy Program, a program of therapy dogs called the Buddy Brigade. These are certified pet therapy dogs that visit patients regularly at the children's bedside, in the clinics and in different outpatient settings. They are a welcome distraction for the children and they help the children cope with the stress and anxiety associated with hospitalization and treatment. The CAPE RISE donation sponsored a litter of ten therapy dogs (Abbey, Baron, Boomer, Buddy, Cassidy, Cooper, Daisy, Murphy, Sooner, and Zoe). The photo below shows standing from left to right: Chief Mate Jeff Hauck, GVA William Bolden, Chief Engineer Hugh Yarbrough, a Boomer Brigade dog handler, and Ms. Joy Parker, the program organizer. Kneeling in front from left to right: a Boomer Brigade dog handler, First Assistant Engineer Dave Cake, and Electrician James Atwell. The smiles on the faces of the crew say it all. Best of all is the therapy dog on the right who looks as if he/she is trying to say "thank you" to the crew. A hearty "Well Done" to the CAPE RISE!



**MV EDWIN H. GOTT RE-ENGINEING  
NOVEMBER 2010 – MARCH 2011  
STURGEON BAY, WISCONSIN**



The EDWIN H. GOTT entered service on March 26, 2011 with two new MaK 8 cylinder in-line propulsion engines installed. These engines took one year to build in Germany and were direct replacements for the V-16 Enterprise engines that logged over 170,000 engine hours of operation since the vessel was built in 1979. These engines are also the first EPA certified Tier 2 propulsion engines in the USA and exceed stringent diesel engine clean air requirements. The 9,650 horsepower engines establish the GOTT with the most powerful engines and most installed horsepower of any Great Lakes vessel.

The GOTT finished the 2010 season and entered the drydock in Sturgeon Bay on November 21, 2010 for her 5-year ABS survey. Removal of the old engines and equipment began as soon as the vessel was on the blocks and the first engine was out of the ship just 8 days later.

The MaK engines were shipped from Rostock, Germany on November 4<sup>th</sup> and arrived in Burns Harbor, Indiana on November 18<sup>th</sup> but couldn't be transported by barge to Sturgeon Bay because of barge delays and severe Lake Michigan weather and winds. The engines finally arrived outside the drydock gate in Sturgeon Bay on December 18<sup>th</sup> at 3:00 pm. Both 117 ton engines were landed on the new foundations inside the GOTT by 9:00 pm. The following morning the GOTT was floated and removed from the drydock with her survey completed and new engine in place.

The entire support systems, pumps, motors, compressors, fans and controls were ready for dock trials on March 23, 2011 and the GOTT departed the shipyard at 3:00 pm on March 25<sup>th</sup> for sea trials. The sea trials were conducted once in the open water of Lake Michigan and all systems and controls were carefully and fully tested and performed excellently. After 12 hours, trials were complete and the GOTT dropped the sea trial personnel off on a launch outside the Sturgeon Bay Ship Canal and proceeded upbound to get her first cargo of the season.

The aggressively short schedule and successful completion of the project were made possible through good engineering and design, cooperation with equipment suppliers, a competent and dedicated shipyard, and constant and continuous monitoring and communications. The crew of the GOTT, and particularly the engineering complement led by Chief Engineer Scott McPherson, exhibited dedication and a high degree of professional skills in putting all the new machinery and systems into operation, conducting a successful sea trial and returning the vessel to service in short order. Our thanks go to the entire GOTT crew for a job well done!

### **PROTECT YOUR EYES!**

Imagine getting up in the morning and not being able to see the beautiful sunrise. Or going into the kitchen and not being able to see the beautiful smile on your child's face. How about not being able to see the latest action movie? All this is a possibility if you incur a serious eye injury that leaves you permanently blind.

Eye injuries are very common. In 2008, according to the Bureau of Labor Statistics (BLS), there were 27,450 nonfatal occupational injuries or illnesses involving the eye (or eyes) that resulted in days away from work. Eye injuries generally result from rubbing or abrasion by foreign matter, such as metal chips, dirt particles, and splinters, or by being struck by these types of items causing surface wounds.

Eye injuries are costly. The pain of an injury or the loss of sight cannot be given a price tag, but eye injuries cost more than \$924 million annually in worker compensation claims with nearly \$4 billion in wage and productivity loss.

How can you prevent getting an eye injury? The BLS reports that nearly 60% of workers injured were not wearing eye protection at the time of injury. Others were wearing inadequate protection. The best way to prevent getting an eye injury is to wear effective eye protection that has been properly fitted.

There are several different types of safety eyewear protection available. Safety glasses with side protection provide minimum protection and are for general working conditions where there may be minor dust, chips or flying particles.

Greater protection can be achieved when using goggles and shields. The greatest protection occurs when goggles are worn with face shields. Be sure to use the eye protection that is most effective for the job you are doing. Refer to QSAF-340 for the procedure for Protective Clothing and Equipment.

Eye protection devices need to be properly maintained in order to be effective. Scratched and dirty devices can reduce vision, cause glare and lead to accidents. Brush, shake or vacuum dust and debris from hard hats, hair, the forehead and/or the top of the eye protection before removing the protector! Also, avoid rubbing eyes with dirty hands or clothing to prevent debris from entering your eye.

And remember, eye protection devices are no good unless they are worn!

*Excerpted in part from MSC "Safety On Ships", First Quarter 2011*

### **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. 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 for Keystone vessels, and ten near misses minimum for the Key Lakes vessels.) We actively encourage all of our vessels to exceed these minimum requirements.

From a "Lessons Learned" standpoint, we spotted some trends in your near miss submittals. We offer several near misses and hope that by highlighting these trends, we can all be alert to these areas where we need to be particularly vigilant:

Contractor Safety Issues – Near Misses 1, 2  
PPE Issues – Near Misses 3, 4  
Unsafe Work Practices – Near Misses 5, 6

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
New 18V battery installed into cordless drill and unit put on shelf. Several minutes later a burning odor was detected by crewmember in workshop. Upon inspection it was determined to be coming from the drill. Immediately removed battery and discovered that the drill had a short and burning unit. Battery was removed from drill and the two units were isolated until no fire potential existed. Department Head was notified and the units were disposed of. The remaining hand tools were inspected for safety.	Defective drill.	Inspect all electrical portable equipment in use. This was performed by the electronic technician and defective/questionable tools were removed from service. The entire crew was advised of hazardous potential at safety meeting and all were requested to register any electrical equipment in their rooms on the ship's manifest so that it may be determined to be UIL approved and if it was being used in a safe manner. QSAF 144 Portable Electrical Equipment being reviewed at monthly safety meeting.
Contractor using wire wheel grinder without eye protection. During weekly safety and sanitary inspection of the vessel, Chief Mate discovered contractor grinding on steel without eye protection. Contractor knew this was an unsafe practice as his supervisor gave him a pair of prescription eye glasses once Chief Mate arrived on the scene. Chief Mate discussed issue with all involved. Supervisor noted he had safety glasses in his car and would go get them. In the interest of production, Chief Mate gave worker his pair of glasses and stressed work would be stopped in the future should this type of violation occur again. Upon departing the terminal for the day, Keystone office manager spoke to contractor foreman about work crews not wearing proper PPE. On the following day prior to work start, Chief Mate noted offending contractor in complete compliance with company policy. A discussion was made regarding this NCR and the importance to follow this and all PPE procedures.	Root cause was complacency. After review with contractor, it was understood he knew the hazard but had left protection in his car prior to boarding the vessel.	The proposed solution is true diligence in everyday safe work practices.
Crewmember operated stores crane and neglected to unlash the hook causing the lashing pennant to part. Crewmember also failed to wear proper PPE (hard hat) when initially operating the crane.	Vessel was getting underway from anchorage and the launch boat called for a lift. Crewmember was directed by radio to operate the crane and make the pick. The crane was stowed for sea, the hook fastened to the deck with a section of blue steel mooring line. Crewmember raised the boom without unlash the hook causing the line to part and the boom to jump from the shock load release. Crewmember was in a hurry and did not realize that the hook was lashed. Crewmember failed to wear proper PPE. There was no damage to the crane or wire.	Review crane safety/operating procedures with deck department. Review PPE requirements.
A crewmember was observed painting while using a respirator with a "purple" HEPA particulate filter cartridge. The correct cartridge would have been an "organic vapor" cartridge.	This was somewhat surprising as this subject has been covered numerous times in the past. Posters outlining the different types of filters, their uses and their color coding are posted in the crew lounge, Bosun's locker and engine control room.	Repetition of message is the key to continued safe operations. The use of the supplied half face respirators and the appropriate use of cartridges for the intended purpose were again covered with all hands. The location of the posters with the guidelines for use was pointed out to all aboard. All were encouraged that if in doubt to consult the ship's safety officer.
While fueling at Gary off the Warner barge, the #2 diesel hose was being readied to be connected. As the engineer removed the cap, there was a small amount of pressure built up in the fuel line. The cap popped off, grazing the engineer and spilling approximately ½ gallon of diesel fuel. The hose was being readied over the catch pan and the majority of the fuel was captured in the catch pan, with a small amount spraying on deck. The fuel was immediately cleaned up by the crew with blue absorbent pads. At no time did any fuel get into the water.	Pressure built up in the #2 diesel fuel line.	Be sure to bleed off any air before removing cap. New procedures will be to remove one clip only, over the catch pan, and wiggle the cap to be sure there is no air pressure built up before removing the other clip. All capped or blanked hoses or pipes should be assumed to be "under pressure" and precautions taken to bleed off pressure prior to removing cap or blank.
At the end of the workday, the Chief Mate was making routine round of vessel. He opened the paint locker and found lights on, open containers of thinner and a high VOC (volatile organic compound) odor inside locker. Exhaust fan had not been in use. This had created a dangerous atmosphere for humans and risked possible explosion.	Not using available safety measures and procedures applicable to paint lockers.	Meet with deck crew and instruct on use of exhaust fan. Check that all containers are covered at end of work day. Bring up at safety meetings for all ROS crew.

### WHY TRACK NEAR MISSES?

Tracking near misses is one of the best ways to further improve our safety program. There is a theory, the Heinrich triangle, that is based on the principle that if you have enough accidents, one of them is bound to be serious, perhaps even fatal. By understanding the ratio of near misses to injuries and fatalities, it is easy to understand how unnoticed accidents eventually lead to injuries. If there is no process in place to encourage reporting of near misses, the motivation to recognize potential hazards is jeopardized.

In the past seven years, we have seen a vast improvement in the reporting of near misses. Reporting near misses is a requirement of the ISM code, but more importantly, it is an opportunity to remove potentially unsafe practices and occurrences from your vessel and to communicate lessons learned to other vessels in the fleet. Information available in the industry indicates that, for every major incident, there are 30 injuries and 3,000 near misses. With statistics like these, we should be receiving more near miss reports than we do. Part of this stems from the fact that people generally do not recognize a near miss. Do you recognize a near miss when it occurs? We have all been programmed to fix problems and be done with them. It is important to recognize near misses for what they are, report them so that others can benefit or perhaps avoid the one major incident or any of the minor incidents that result from near misses.

Some people consider near misses as non-events and forget about them, not because they are trying to hide them but more from the lack of recognition of the importance of reporting near misses. The wrench that was dropped two levels in the pump room, the hose that blew off an air tool and the AB who went down into the pump room without turning the fans on, are all examples of near misses that under different circumstances could have been one of the causes in a personal injury ranging from a bruise to loss of life. We continue our challenge to all of our vessels to think about the near miss occurrences aboard ship.

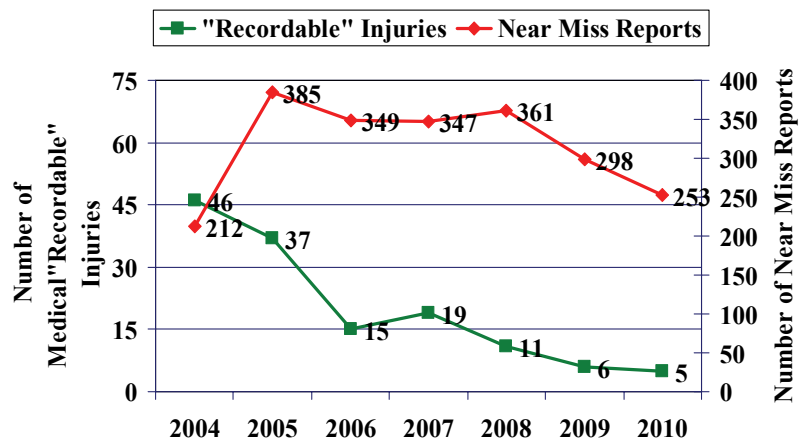
Try to identify situations, which under slightly different circumstances, could have been a causal factor in an incident. These near miss reports identify behaviors and practices that can lead to serious incidents. By removing these potentially unsafe practices from your work environment, you will be protecting yourself and your shipmates from possible injury. By reporting these occurrences and allowing the safety department to disseminate the findings to the fleet, you are helping to protect your fellow employees on other company vessels.

Continue to help us improve the safety aboard all company vessels by actively supporting our near miss program! Through your help, we have recorded 253 near misses throughout the combined Keystone and Key Lakes fleets in 2010!

If you refer to the graph that follows, you will clearly see the inverse relationship during the past seven years especially between a higher reporting of near misses and a significant decline in Medical Recordable Injuries. This past year, the positive trend continues in that we have received 253 near misses and have sustained 5 total recordables (comprising 1 LTA and 4 medical recordables) throughout the combined Key Lakes and Keystone fleets.



## Near Miss Reporting Helps Reduce Medical Recordable Injuries Keystone Shipping Co.\*

\*Combined Keystone/Key Lakes Fleet Data

**KEYSTONE FLEET YEAR END NEAR MISS STATUS – THANKS!**

Year	No. of Vessels	Near Misses	Average per Vessel
2004	19	212	11.2
2005	27	385	14.2
2006	25	349	14.0
2007	23	347	15.1
2008	23	361	15.7
2009	22	298	13.6
2010	19	253	13.6

We encourage your renewed effort to identify and to report near misses. Thank your for your continued efforts!

(The numbers above reflect the combined Key Lakes and Keystone fleets. In 2004, the Key Lakes vessels were not part of our Fleetwide near miss reporting scheme.)

**ISO 14000 OBJECTIVES AND TARGETS FOR 2011**

- 1-11 **Objective:** Maintain an Environmental Management System to ISO 14001 standards. (Champion C. Gabrielsson)  
**Update:** We are well underway for our upcoming ABS office audit in early June.
- 2-11 **Objective:** Reduction of company paper use. (Champion-W. Hornung)  
**Update:** Our paper consumption for 2010 has gone down. 8-1/2 x 11 copy paper for 2010 - 192 boxes-2009 - 264 boxes This is a 38% reduction from 2009. Green Bar paper for 2010 - 82 boxes-2009 - 120 boxes. This is a 47% reduction from 2009.
- 3-11 **Objective:** Regulated disposal of batteries. (Champion-I. Boshes)  
**Update:** From January 1, 2010 through November 30, 2010 we have collected 43 buckets. In 2009, we collected 42 buckets of batteries for the entire year. Let's continue this positive recycling trend. 49 total buckets last year. 8 buckets so far this calendar year.
- 4-11 **Objective:** Ballast Water Management – Sediment Accumulations. (Champions-B. Fernie and C. Gabrielsson)  
**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.  
  
Further to our update in the last "Safety Line", we are still not aware of any ballast treatment systems that have been approved by the USCG for compliance with the IMO standard, let alone some of the more stringent state standards.  
  
As all are aware, ballast water is just one of the 26 regulated discharges under the Vessel General Permit. On February 11, 2011 the USCG issued Policy Letter 11-01 advising that the USCG and EPA had signed a Memorandum of Understanding whereby the USCG would be monitoring vessel compliance with the requirements of the Vessel General Permit. At this time we expect that compliance monitoring will involve review of vessel documentation to verify that the required inspections and log entries have been conducted. This particular issue was discussed at our recent Fleet Seminar in Destin and in early March GIM #2937 (which included a copy of the policy letter) was sent out to all vessels.
- 5-11 **Objective:** To Prevent Water Pollution from Marine Sanitation Device Discharge  
**Update:** In order to maintain regulatory acceptance of proper operation, vessels must maintain MSD plants, cleaning and chemicals in accordance with manufacturer's instructions and plans and testing.
- 6-11 **Objective:** Management and Recycling of E-Waste (Champion - Ms. Maryann Specht)  
**Update:** E-waste recycling for 2011 so far is as follows: 3 monitors, 1 box of various cables and power cords, 4 printers, 10 laptops, 13 cpu's, a box of keyboards and 2 other peripherals. This gives us 34 recycled components thus far in 2011. Our total for 2010 was 0 components. This compares to 174 components in 2009. In 2008 we recycled 60 components.

**ANNOUNCEMENTS**

**SERVICE AWARDS PRESENTED AT KEYSTONE/KEY LAKES SEMINAR  
FEBRUARY 22, 2011  
DESTIN, FLORIDA**



*Mitch Koslow, Don Kurz and Bruce Fernie presenting Captain Bill Peterson, General Manager Great Lakes Fleet with his 25 year Service Award.*

*Captain Bruce Fernie presenting Chief Engineer Tory Ricker of the DELAWARE TRADER with his 5 year Service Award.*



*Louis Cavaliere presents Chief Engineer Luis Quinones of the CAPE VINCENT with his 15 year Service Award.*

*Mitch Koslow, Louis Cavaliere, Don Kurz and Bruce Fernie present Ned Howell, Port Engineer for CAPE RACE, CAPE RAY and CAPE RISE with his 5 year Service Award.*

## GOOD BYE AND GOOD LUCK!

At the end of 2010, the Bala office bid good bye to seven employees who had been with Keystone for a total of more than two hundred and ten years! Tracey Guerrant, Beverly Jackson, Jean Terlecki, Rob Colantonio, Jim Cunningham, Vince Urbani and Jim Watters no longer grace the sixth floor in Bala Cynwyd. We wish our seven friends good luck as they enjoy the next chapter of their lives.

### FINAL VOYAGE – MARAD’S MR. GRADY BYRD

We were saddened to learn that MARAD’s New Orleans COTR (Contract Officer Technical Representative) Mr. Grady Byrd passed away at his home on Thursday April 28<sup>th</sup>.

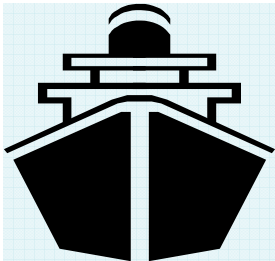
Grady was a very dedicated employee of the US Maritime Administration Department of Gulf Operations (DGO) and recipient of numerous awards throughout his twenty-two year career with MARAD’s Ready Reserve Fleet (RRF) Program. He served in the US Navy aboard the aircraft carrier, USN President Kennedy; worked in Ingalls and Avondale Shipyards and was Military Sealift Command Representative on numerous confidential projects. His plans included retirement in January 2012.

To all of us at Keystone and particularly our mariners onboard CAPE KENNEDY and CAPE KNOX and Ms. Sharon Lassere and Mr. Chris Keefe, Grady was a good friend and work mate. Our deepest sympathy is extended to the Byrd family on their loss.

We continue to request personal milestones within the Keystone Family, both afloat and ashore for our Safety Line. We encourage you to submit your announcements in writing to **Ms. Stella Delia** - E-mail Address: [sdelia@keyship.com](mailto:sdelia@keyship.com)

The date to submit articles for the Summer Edition  
of the **Keystone Safety Line** is July 15, 2011  
Please submit all items to Ms. Stella Delia, [sdelia@keyship.com](mailto: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!