



Keystone Safety Line

Safety ⇒ Environmental Care ⇒ Quality Service

NO. 88

KEYSTONE SHIPPING CO.

AUTUMN 2011

15 VESSELS RECEIVE JONES F. DEVLIN SAFETY ACHIEVEMENT AWARDS NEW ORLEANS, LA – JUNE 2, 2011

The Chamber of Shipping of America held its Annual Ship Safety Achievement Awards Luncheon in New Orleans, LA on June 2, 2011. 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, 2010. We are pleased that the following fifteen Keystone vessels were honored.

M/V CAPE VINCENT	15 YEARS	S/S ARTHUR M. ANDERSON	4 YEARS
M/V CAPE VICTORY	11 YEARS	M/V EDWIN H. GOTT	4 YEARS
M/V CAPE RAY	10 YEARS	USNS FRED W. STOCKHAM	4 YEARS
M/V CAPE RISE	10 YEARS	M/V PRESQUE ISLE	4 YEARS
M/V CAPE KENNEDY	9 YEARS	S/S CASON J. CALLAWAY	3 YEARS
M/V CAPE KNOX	9 YEARS	M/V EDGAR B. SPEER	3 YEARS
M/V CAPE RACE	9 YEARS	S/S JOHN G. MUNSON	3 YEARS
M/V DELAWARE TRADER	7 YEARS		

Seven Keystone employees and a guest from the Maritime Administration were at the Keystone table to celebrate our total of one hundred and five years of safe operations. In addition to those employees shown in the photos below, we were pleased that Captain Louis Cavaliere, General Manager of Government Contracts, Captain Timothy O'Connor, Fleet Safety and Environmental Officer, Chief Engineer Bob Nichol, M/V Edgar B. Speer, Port Captain Ken Gerasimos, Key Lakes, Inc. and Mr. Robert Babin, Supervisory Marine Surveyor, US Department of Transportation, Maritime Administration, Gulf Office were on hand to accept the awards for the other ten Keystone vessels.



Bruce Fernie, Vice President of Operations and Chief Engineer Tory Ricker, flanked by Mr. Mike Bohlman, CSA Chairman of the Board, and Rear Admiral Roy Nash, Eighth Coast Guard District in New Orleans, LA accepting the award for the DELAWARE TRADER.



Chief Mate Mark Nowak, CAPE VICTORY, flanked by Mr. Mike Bohlman, CSA Chairman of the Board, and Rear Admiral Roy Nash, Eighth Coast Guard District in New Orleans, LA accepting the awards for the CAPE VINCENT, CAPE VICTORY, CAPE KENNEDY and the CAPE KNOX.

WELCOME M/V GREAT REPUBLIC



Newest edition to the Great Lakes Fleet – the GREAT REPUBLIC

M/V GREAT REPUBLIC was launched in 1981 at Bay Shipbuilding in Sturgeon Bay, Wisconsin. A highly specialized vessel was needed to transit the long and winding Cuyahoga River between Lorain and Cleveland. This Great Lakes self-unloader fit the plan perfectly. With eight rudders, both bow and stern thrusters, twin diesel engines (producing 7,200 b.h.p.) driving the two variable pitch propellers housed in strengthened Kort Nozzles. She is an extremely nimble and maneuverable ship.

Each propeller has two sets of rudders. Two are found in the normal position behind the Kort Nozzle. The other two rudders are flanking rudders placed in front of the nozzle. The rudders are controlled by a sophisticated system that controls which rudders are used depending on the pitch of the propellers and position for the wheel.

Her name is derived from the one time owners of the steel mill she would serve, Republic Steel, in which she would deliver taconite pellets from the Lorain Pellet Terminal in Lorain, Ohio. There had been many ideas for easier ways to deliver ore to the mill, including a long conveyor that would carry the pellets from a lakefront dock all the way up to the Republic mill, but this plan was soon scrapped due to the numerous disturbances it would cause along its route. The pilot house of the American Republic is placed as far back as possible to give the deck officers the best view of frequent twists and turns. There is not a blocked view within the pilot house, which has four operating/controlling stations within.

In the summer of 1996, she had the distinct honor of carrying the Olympic Flame on her deck. A large cauldron was placed upon her deck on top of hatch #4, and at 10:15 am on July 6, amidst a heavy downpour, the Olympic torch was brought aboard the ship and the cauldron was lit. She departed the Hart Plaza, Detroit River dock and continued downbound for her destination of Cleveland, Ohio. Arriving shortly before 8:00pm, the GREAT REPUBLIC, with a huge Olympic banner on both sides of her bow, finally made her dock at the Rock-n-Roll museum waterfront. The REPUBLIC's high capacity for her size should guarantee many more successful seasons for this unique and maneuverable vessel.

The GREAT REPUBLIC is now sailing under the management of Key Lakes Inc., Duluth, MN for the Great Lakes Fleet. The self-unloader was bound for Marquette, MI on her first trip under her new name to load iron ore for Toledo.

We extend a hearty welcome to Captain Joe Hooker, Chief Engineer Michael Harrison and the entire team onboard the M/V GREAT REPUBLIC.

**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, 2011.
We need you to continue your fine efforts!**

Vessel	Accident	Pollution	Vessel	Accident	Pollution
ANTARES	153	153	PHILIP R. CLARKE	336	795
ARTHUR M. ANDERSON	1745	1874	DELAWARE TRADER	2941	3065
ROGER BLOUGH	692	1854	DENEBOLA	153	153
CASON J. CALLAWAY	1366	1686	EDWIN H. GOTT	1673	669
CAPE KENNEDY	3651	1366	GREAT REPUBLIC	80	80
CAPE KNOX	3768	1181	JOHN G. MUNSON	1509	756
CAPE RACE	3588	1951	POLLUX	153	153
CAPE RAY	3925	787	PRESQUE ISLE	1997	647
CAPE RISE	3925	6	REGULUS	153	153
CAPE VICTORY	4548	6057	EDGAR B. SPEER	1563	220
CAPE VINCENT	5875	1839	ROY M. WHEAT	109	1473

**NOTABLE SAFETY AND ENVIRONMENTAL ACHIEVEMENTS SINCE THE SPRING SAFETY LINE (MARCH 31, 2011)
As always, we strive to maintain Keystone's goal of providing the safest and most environmentally sound transportation service.**

SAFETY

16th Consecutive Award
CAPE VINCENT

10th Consecutive Award
CAPE KENNEDY (15th overall)
CAPE KNOX (13th overall)

8th Consecutive Award
DELAWARE TRADER

4th Consecutive Award
JOHN G. MUNSON (5th overall)
EDGAR B. SPEER

ENVIRONMENTAL

8th Consecutive Award
CAPE RISE (9th overall)

5th Consecutive Award
CAPE VINCENT (16th overall)
ARTHUR M. ANDERSON
ROGER BLOUGH

4th Consecutive Award
ROY M. WHEAT (9th overall)

3rd Consecutive Award
CAPE KNOX (13th overall)

2nd Consecutive Award
CAPE RAY (9th overall)
JOHN G. MUNSON (5th overall)
PHILIP R. CLARKE (4th overall)

COMMERCIAL FLEET

The DELAWARE TRADER continues to trade between Louisiana and Florida. The DELAWARE TRADER achieved 8 consecutive years of Accident-Free operation on July 10, 2011.

GOVERNMENT FLEET

With the announced and impending retirement of Captain Louis A. Cavaliere scheduled for later this year, the responsibility for the Government Fleet is in the process of being turned over to Mr. Robert Hawke who will function as Manager of Government Contracts and Fleet Engineer for these vessels and to Captain Carl Gabrielsson who will function as Operations Manager for the Government Fleet.

The responsibility as Corporate Security Officer and the Qualified Individual for the Government Fleet was turned over to Captain Gabrielsson on July 1, 2011.

The ROY M. WHEAT is currently in repositioning status at an undisclosed location in Western Atlantic/Mediterranean.

In early to mid-June, the WHEAT participated in the Annual Allied Navy Exercise "Phoenix Express". For its outstanding performance in this exercise, the officers and crew of the WHEAT received a letter of appreciation (see page 8) from Commanding Officer, Naval Special Warfare Unit TWO. This letter of appreciation is the latest in a long list of recognition that the WHEAT has received for continuing to meet all of its operational commitments in a more than timely fashion over the past ten years.

The FRED W. STOCKHAM was redelivered to MSC on June 30, 2011. This ends five years of very successful operation under Keystone Management. We appreciate all of the work and effort by those who served on the STOCKHAM both afloat and ashore.

The STOCKHAM was redelivered in outstanding condition, ready for service for the next Ship Manager, Maersk Lines Ltd.

The SAVANNAH remains docked in the Canton Marine Terminal in the Port of Baltimore. The ship continues in safe storage status. Once again on Maritime Day, May 21, 2011, the ship played host to the official Maritime Day ceremonies hosted by the Department of Transportation. It is interesting to note that the official Maritime Day was originally started to recognize the steam side-wheeler SAVANNAH, which was the predecessor of the current SAVANNAH. The original SAVANNAH was the first steamship to make a trans-Atlantic crossing from Savannah, GA to Liverpool, England in 1819.

The CAPE VICTORY and CAPE VINCENT continue in ROS-5 status in the Beaumont Reserve Fleet. Each of these two vessels successfully completed their 2011 maintenance and sea trials in August 2011.

The CAPE KENNEDY and CAPE KNOX continue in ROS-5 status at the Poland Street Wharf in the Port of New Orleans.

The CAPE KENNEDY completed sea trials on June 29, 2011 for testing and approving the installation of a new main engine control system. The CAPE RAY and CAPE RISE remain in ROS-5 status in Portsmouth, VA.

On July 5, 2011 the CAPE RACE was towed to North Florida shipyards in Jacksonville, FL for a class retrofit of the new slewing stern ramp. Upon completion of this major retrofit the CAPE RACE will conduct sea trials enroute from Jacksonville, FL back to Norfolk, VA in October 2011.

The same stern ramp retrofit is scheduled for the CAPE RAY in 2012.

SL-7 VESSELS: Since March 1, 2011, the management of the SL-7 vessels, the ANTARES and DENEbola in Baltimore and the POLLUX and REGULUS in Philadelphia, have been transformed under the Keystone umbrella of operations. All four of these vessel conducted successful light off exams and dock trials this past May and June. The cycle of light off exams will repeat itself again in August and September.

In addition, the ships have been operating under the Keystone Safety, Quality and Environmental Program since March 1, 2011. The successful implementation of the Keystone SQE System was verified with the POLLUX and REGULUS receiving their Safety Management Certificates on August 11, 2011, and with the ANTARES and DENEbola receiving their Safety Management Certificates on August 19, 2011.

The two ships in Philadelphia have been managed under the direction of Port Engineer Robert Roth since March 1, 2011. The two ships in Baltimore started out under the capable leadership of Port Engineer Ed Mantell for a temporary period of time. Our permanent Port Engineer for the Baltimore ships, Andy Hake, rejoined the operation on May 16, 2011. Andy served previously for Keystone as port Engineer for the CAPE KENNEDY and CAPE KNOX in New Orleans, LA. We welcome Andy back into Keystone operation as Port Engineer of these two ships.

KEY LAKES FLEET

The 2011-12 shipping season started earlier than in the past years, and has continued to be strong to date.

As reported in the last Safety Line, the Great Lakes Fleet has grown to nine boats with the addition of the GREAT REPUBLIC formerly the AMERICAN REPUBLIC. The fit-out of the GREAT REPUBLIC went exceptionally well due to the hard work of the Officers, Crew and shoreside staff. The fit-out was accomplished accident free. Thank you to all those involved. We are very pleased to welcome aboard all of the new Officers and Crew to the Keystone/Key Lakes family.

The PRESQUE ISLE tug underwent a special survey and dry docking at Port Weller shipyard in Ontario, Canada in July. The tug separated from the barge in Erie, PA and continued on to Port Weller in the northern end of the Welland Canal. The tug is unable to drydock in the any of the US shipyards due to draft constraints of the tug. At Port Weller, in order to accommodate the tug's draft, it requires the over filling of the lock to have sufficient clearance over the drydock sill. The short yard period was accident free and all work was accomplished in a timely manner. Thank you to the Officers and Crew that remained onboard and to our Port Engineers John Thibodeau and Leroy Kolenda for a job well done!

The first week of December will have the ROGER BLOUGH in Sturgeon Bay Ship Repair for special survey and dry docking. After a quick turnaround they will return to service to finish out the 2011-12 season.

<i>SAFETY, QUALITY AND ENVIRONMENTAL MEETING MINUTES</i>

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.
--

PHILIP R. CLARKE - CAPTAIN D. WICHLACZ - CHIEF ENGINEER J. BELLMORE – JUNE 22, 2011

- Because of the importance of the lessons learned from “uncontrolled descents”, when it was time to review accidents or Near Misses since the last meeting, the crew decided to discuss once more the importance of using only approved steps or ladders to ascend or descend and never take a shortcut. The end result could be costly.
- This month's environmental topic was a discussion on when loading at Port Dolomite or going through the Soo be sure not to leave any trash bags on the fantail. There are crows that keep getting into the bags and making a mess on the fantail.
- The Safety Rovers were very active with many excellent observations that included: Trash left inside the “No Trash Zone” was put back further. Paint locker door was left open. This is to remain closed at all times when not moving material. Found a piece of deck grating with a bend causing a moderate tripping hazard. This was lifted and repaired. Talked to a crewmember about using a dust mask when chipping paint indoors. Talked to two deck crew about rinsing over open hatches without safety harnesses on.
- The latter point led to a discussion on the availability of lighter fall restraint harnesses, similar to what is marketed to hunters.
- Regarding lighter harnesses, we are always open to evaluate any safety gear that is more comfortable and just as effective; however, the problem is that frequently we find industrial safety gear that is adapted to the recreation industry doesn't always keep its certification from safety agencies such as ANSI or UL. If someone has something specific (make and model) to investigate we'll certainly look into it.

ARTHUR M. ANDERSON – CAPTAIN M. GAPCZYNSKI – CHIEF ENGINEER D. WADZINSKI – JULY 22, 2011

- Discussed two recently reported Near Miss Incidents. The first occurred while mooring when a crewmember was assisting the winch operator in paying out cable. As he did so, he punctured his finger with a barb on the cable. This became a reportable accident as the finger got infected from the depth of the puncture. Do not slide your hand down the cable while assisting to pay out cable, instead work hand over hand and keep an eye on the cable for any barbs. The second incident occurred when a dock loading rig had its cable break and the rig fell against the hatch header and coaming. This reinforces the safety rule of not walking under loading rigs. There happened to be on a sign on both sides of this particular rig.
- The weekly deck inspection revealed that some door gaskets are inferior in spots. Material will be ordered on the next requisition for repairs.
- Observations from the Safety Rover included the following: Pull mooring cables all the way in when departing a dock so they are not tripping hazards. Good radio contact before starting uploading system...everyone is clear before starting. Loose grating in the lower engine room was noted and repaired.
- NPDES discussion topics included: We are logging how much is in the effluent tank each watch. Make sure anchor chain and anchor are properly rinsed when raised.

JOHN G. MUNSON – CAPTAIN A. GAPCZYNSKI – CHIEF ENGINEER M. HARTLEY – JULY 27, 2011

- The guards at Calcite asked that everyone be reminded that vessel personnel are to use the walkway and exit through the parking lot. They have had some near misses lately.
- Observations from the Safety Rovers included: While chipping on deck the crew was told that it is safer to wear goggles than safety glasses. Six new pairs of goggles are being ordered. Make sure safety guards for winch controls are put into place.
- The Security discussion included a review of the steps necessary to increase from Marsec Level 2 to Marsec Level 3.
- The discussion of regulated discharges covered Item #8 Chain Locker Effluent, the location of the anchorage is recorded along with a statement that the anchor chain was properly rinsed off prior to stowage in the chain locker.

CASON J. CALLAWAY - CAPTAIN R. BUCZKOWSKI - CHIEF ENGINEER R. DUNCAN – JULY 27, 2011

- Non-skid treads will always come off with time. We make an effort to replace as soon as noted. Please let pilot house, safety rover or mate on watch know and it will be taken care of.
- MSS Auditor was on board in early July. Fire drills were held and the crew did very well. It was noted by the auditor that the CALLAWAY'S crew has an above average familiarity with the firefighting and turn out gear.
- The weight limits of davits on board were discussed and where an individual may find the SWL. The workboat davit has been tested and a SWL of 275 lbs. was determined. This is stenciled on the davit and accommodates our workboat and motor.
- Observations from the Safety Rover included the following: The tie-back line for trunk hoist must not be tied to boom ladder. This is a significant trip and fall hazard. When stowing utility ladders in rack between hatches 6 & 7, fold hooks to inside of ladder to prevent possible injury.
- The environmental discussion included Great Lakes garbage regulations. Nothing is to be thrown overboard.
- Regarding the practice of using round turns around spiles while mooring, the committee reported on the following discussion: At docks where shifting is required, round turns are the best and safest way to operate. On occasion the cable lead can get long, making putting on or throwing off the turn difficult. When this happens extra manpower must be employed and the situation evaluated. It may be necessary to throw off the eye and reset it. This decision is made based on available crew, dock and weather conditions. If the cable eye is thrown off the bow or stern thruster may be required to keep the vessel near the dock.
- It is encouraging to note the elevated status non-skid treads have achieved.
- All should note that workboat davits are NOT certified for lowering or lifting personnel.

POLLUX – CHIEF MATE T. MOLNAR – CHIEF ENGINEER D. BARSTOW – AUGUST 20, 2011

- Eye wash stations are being evaluated to be made operational. Two eye wash stations were recently located while DC lockers were inventoried. Locations where eye wash stations will be considered include boiler water chemical area, MSD area, aft head, machine shop and battery locker.

REGULUS – CHIEF MATE A. JOHNSON – CHIEF ENGINEER R. SHEA – AUGUST 26, 2011

- Chief Mate reviewed the importance of closing fire screen doors as well as water tight doors; in addition to galley and laundry doors. Crew was reminded to report any hydraulic door closer that does not close on its own, as well as any door latch that does not work properly.

ANTARES – CHIEF MATE F. LEO – CHIEF ENGINEER A. WYRICK – AUGUST 31, 2011

- Fire plan corrections are being addressed, as well as EEBD (emergency escape breathing device) fire plan differences which we are resolving. We are awaiting delivery of 30 more units.

DELAWARE TRADER – CAPTAIN C. CHAPMAN – CHIEF ENGINEER T. RICKER – AUGUST 19, 2011

- Upcoming vessel cleanup was discussed at length. Discussion of tank cleaning safety, tank entry, deck hazards, safe removal of tank residue and tools in and out of the tank, as well as well as PPE.
- Safety issues were discussed for the upcoming shipyard, i.e., tripping hazards, internal security with crew living on vessel, PPE, fire hazards, tank entry, working aloft and vessel/shipyard responsibilities.

DENEBOLA – CHIEF MATE R. MYLES – CHIEF ENGINEER H. COLE – AUGUST 30, 2011

- The “breach of security” scenario discussed; dealt with unidentified baggage that could possibly be a bomb. A recent disembarking crewmember had left a bag behind triggering discussion.

ROY M. WHEAT – CAPTAIN P. GREALY – CHIEF ENGINEER J. ADAMS – AUGUST 25, 2011

- First Assistant requested that crew empty their pockets prior to washing laundry. Fodder is breaking down the pumps in the washing machines.

ABS – INITIAL SMC AUDIT – CONGRATULATIONS AND WELL DONE – KEYSTONE FSS’s (FAST SEALIFT SHIPS)

Commencing the week of August 8 and continuing the week of August 15, REGULUS and POLLUX followed by ANTARES and DENEBOLA completed their initial Ship’s Management Certification (SMC) under Keystone Ocean Services, Inc. The very thorough ABS auditor indicated to us that the overall ‘good’ report on all four vessels was attributable to the quality and teamwork of the vessel’s two senior-most officers and the auditor was confident that all four of the vessels would continue to improve with their SQE performance. As a result only a few minor non-conformances and observations were recorded.

We salute Chief Mate Tom Molnar and Chief Engineer Dave Barstow (POLLUX), Chief Mate Andy Johnson and Chief Engineer Bob Shea (REGULUS), Chief Mate Rick Myles and Chief Engineer Henry Cole (DENEBOLA) and Chief Mate Frank Leo and Chief Engineer Frank Wyrick (ANTARES). Your safety leadership and initiative in not only correcting previously reported safety audit deficiencies but also in instructing the ships crews on ISM proved valuable and demonstrates our commitment to Safety, Quality and the Environment.

A hearty well done to all officers and crews onboard for stepping up and meeting the ABS SQE challenge!

**WELL DONE ELECTRICIAN C. WHARTON
NS SAVANNAH**

A severe thunder storm and squall in Baltimore on the night of July 7, 2011 resulted in the displacement of SAVANNAH’s gangway. The vessel took a roll while moored to the dock. Port Engineer Trevor Nancarrow and MARAD Project Manager Erhard Koehler reported to us that Mr. Wharton responded immediately and rigged and secured the emergency gangway. He also helped in securing areas around the vessel which showed evidence of leakage during the intense rainfall. We thank and offer a “well done” to Mr. Wharton for his professional response and excellent seamanship!

EDWIN H. GOTT – SPECIAL CARGO LIGHTERING OPERATION



After loading a cargo of iron ore at Two Harbors, Minnesota, a competitor’s vessel was unable to proceed down the Lakes to the steel mill; consequently, they had to lighter so they could get alongside a berth in Duluth, Minnesota. As luck would have it, the EDWIN H. GOTT was just approaching Two Harbors to load the same grade of iron ore when the vessel was ready to depart. To make the transfer the GOTT (left) met the vessel about four miles off Duluth, opened up their hatches and took on about 13,500 tons of cargo. This is a good example of being at the right place at the right time with the tools and the skill to get the job done. Hats off to Captain Tim Alfson, Chief Engineer Scott McPherson and the officers and crew of the GOTT.

**CONGRATULATIONS TO THE CAPE RAY
FOR YOUR HOSPITALITY FOR THE HARBORFEST PARADE OF SAILS
JUNE 10, 2011 IN NORFOLK, VA**

U.S. Department of Transportation
MARITIME ADMINISTRATION
Division of Atlantic Operations
7737 Hampton Blvd., Building 19, Suite 300
Norfolk, VA 23505

June 14, 2011

Mr. Lou Cavaliere
Keystone Shipping Services Inc. One Bala Plaza East
Suite 600
Bala Cynwyd, PA 19004-1496

Lou,

Please accept my personal thanks to you and the crew of the CAPE RAY for their hospitality for a job very well done in planning and hosting DAO during this year's Harborfest Parade of Sail's celebration. It was an honor for me to participate and I was extremely impressed with the way the event was organized, planned and executed.

The crew was highly professional and courteous ensuring all in attendance were well taken care of. An exceptional note of thanks is sent to Ed Banks, Chief Steward for his expertise in serving an awesome meal and to GVA, Melvin Smith whom showed how backyard grilling is the mainstay of summers in Hampton Roads.

All in attendance were very pleased and noted the cleanliness and hard work of effort and diligence of the Crew. Tommy Tompkins (CE) and John Woods (CM) are cornerstones in CAPE RAY'S success and the comments heard and generated are a direct reflection of their efforts.

Lunch was delicious, the weather was perfect, and the company was excellent. What a great way to enjoy the beginning of summer. Thanks for all you do.

Sincerely,

Jeff McMahon
Ship Operation & Maintenance Officer
MARAD Division of Atlantic Operations

ROY M. WHEAT APPRECIATION

DEPARTMENT OF THE NAVY
NAVAL SPECIAL WARFARE UNIT TWO
27 May 11

FROM: Commanding Officer, Naval Special Warfare Unit TWO
TO: Master, Captain P. Grealy; USNS WHEAT
VIA: Commander, Maritime Prepositioning Ship Squadron ONE

Subj: LETTER OF APPRECIATION

1. On behalf of Naval Special Warfare Unit TWO (NSWU-2), I take great pleasure in extending my sincere appreciation for the outstanding support you and your crew provided to my command during our exercise in Greece during the period of 09-12 May 2011.
2. Displaying exceptional professionalism and flexibility, the USNS WHEAT could not have been more accommodating to the Naval Special Warfare staff and role players embarked during this exercise. Despite numerous unforeseen changes to the timeline and positioning, the crew was ALWAYS willing to support. The "can-do" spirit demonstrated by yourself and the crew was truly inspirational and was appreciated at every level.
3. The opportunity to train on an asset like the USNS WHEAT significantly contributed to the combat readiness and effectiveness of Naval Special Warfare Unit TWO and a critical partner nation SOF. You and your crew improved our combined ability to react to maritime contingencies.
4. Your extremely praiseworthy actions were in keeping with the best of Maritime traditions and are truly worthy of the time and effort required to pass along to you a sincere "thank you" for a job "Well Done!" We very much look forward to working with you in the future.

K. A. PARO

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.)

From a "Lessons Learned" standpoint, we spotted some trends. 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:

- Failure to Adhere to Safety Procedures – Near Misses 1, 2, 3, 4
- Contractor Safety Issues – Near Misses 5, 6, 7, 8, 9
- Communication Issues – Near Misses 10

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
1. A wash down hose was taken off its rack and left out on the deck at the end of the work day creating a tripping hazard.	Crew not taking the time to place the hose out of the way when it was taken off station during a painting project.	Keep the work area clear at all times. Double check, clean up and secure the work areas at the end of the work day.
2. Crewmember was injured while disassembling a lower connecting rod when a pneumatic wrench swung out of control into his right temple resulting in a minor cut and black eye.	While all PPE was in place at the time of the accident, let this show an accident can occur at any time. This reinforces the importance of proper PPE.	Discussion of importance of PPE and proper air tool safety / technique at SQE / Safety Meeting.
3. Strong odor discovered in passageway when GVA was mopping deck with a combination of a spray cleaner that he had mixed with bleach and water. Mixing cleaners can cause a chemical reaction or product hazardous gases.	Crewmember exhibited bad habits picked up on previous vessels and inattention to detail when he mixed cleaners.	Instruct all crewmembers to hazards of mixing chemicals and the resource location for identifying these hazards are the MSDS books located around the vessel. Review QSAF-114 MSDS and QSAF-142 Cleaning Fluids and Chemicals Precautions.
4. A fire alarm indicated a fire in Engine Room. A new crewmember took elevator to investigate.	Poor training – in the event of a fire, the policy on board is to not use the elevator as means of travel. Elevator safety should be emphasized during Crew Orientation.	Chief Mate to discuss this issue with personnel upon sign on.
5. During an inspection, a contractor was found standing on a plastic trash can while working overhead.	Inadequate training. A plastic trash can is not suitable for support when working above. This contractor has been cited before for unsafe behavior.	Basic training in everyday safe work practices as well as dogged contractor oversight by ship's force.
6. Contractor hired to discharge slops failed to properly secure discharge hose connections. The Cam Releases were not tied down to prevent accidental hose release.	Lack of safety training for contractor personnel. Worker was not aware of requirement to tie down cams to prevent accidental release.	When contractor was informed of the requirement, the cams were immediately wired down as required. Good safety awareness by crew in monitoring outside workers.
7. During weekly inspection, a contractor's welding cables were found to have many temporary repairs using electrical tape and, in at least two areas, cable was completely exposed.	Complacency. Closer inspection of equipment by all persons associated with a job, crew and contractors alike.	True diligence in everyday safe work practices as well as dogged contractor oversight by ship's force. The Contractor was required to replace the cable.
8. While a contractor was discharging oil / water slops from the engine room into a tank truck parked on the pier, shoreside employees had to be reminded not to smoke in the vicinity of the tank truck.	Failure to appreciate the potential catastrophic consequences of ignoring a fundamental safety procedure.	In the future, ship's officer conducting the pre-transfer conference must make the point with the contractor that all safety precautions will be strictly adhered to. Emphasis must be made that the safety requirement of a D.O.I. are a bare minimum and that contractors working on and around this ship will be held to a higher standard. Require that contractors provide better signage than the required minimum. All ship personnel are to be made aware that they are empowered to halt operations if unsafe practices are observed. There will be additional enforcement in the near future, when Earl Industries bans smoking on their property.
9. Contractors were preparing to perform burning operations with an oxygen and acetylene torch on the dock in the vicinity of two tanker trucks, and close to our vessel which posed a potential safety hazard on the dock and the vessel.	Contractors, and others, get so focused on the job at hand that they ignore hazards that are right by them.	Ensure all persons onboard (i.e., contractors, visiting personnel, etc.) are aware of and follow all company safety policies and procedures. Contractors were advised by the Chief Mate of the potential hazard of commencing their tasks before all precautions were heeded. Therefore burning operations were halted until such time that they could be safely completed.
10. Our ship was inbound the Fox River in Green Bay making the approach to the railroad bridge, which when not in use, is in the open position. When approximately three boat lengths from the bridge, it unexpectedly closed. Bridge team member called the rail yard and learned there was a train on the bridge. Prior to this we had given three security calls that were not heard because the bridge is unmanned and no one in the rail yard has a marine radio.	Lack of communication with the person who opens and closed the bridge.	Have the rail bridge operator supply an FM marine radio for rail yard personnel and advise USCG. (USCG subsequently advises us that bridge operator said they would correct the problem. As of September 15, no other issues since the May 11 event at 0600 hours.)

WEAR YOUR BIKE HELMET - BENEFITS BY THE NUMBERS!

Many of our vessels throughout the fleet have opted to procure bicycles from their ships safety incentive funds. As a reminder to our employees, whether on the ships, at the office or at your homes we offer the following on bicycle safety. Thank you for ensuring that suitable bike helmets are onboard your vessel and on your head when you make your trips on your bicycle.

It has become the norm for children to wear helmets when they bike. Although there is no federal law requiring bicycle helmets, twenty-one states and the District of Columbia have enacted age-specific bicycle helmet laws. Most of these laws cover bicyclists under age 16. According to the National Highway Traffic Safety Administration (NHTSA), between the years 2000 and 2008, there has been a reduction of 58% of bicycling deaths in the age 14 or under group. What a great reason to encourage our children to wear bike helmets!

According to the NHTSA, cyclists ages 25 to 64 have made up an increasing proportion of all cyclist deaths since 2000. The proportion of cyclist fatalities among those ages 25 to 64 was 20% higher in 2009 as in 2000. There is also a marked gender difference. In 2009, the cyclist fatality rate per capita was seven times higher for males than for females, and the injury rate per capita was more than four times higher for males.

Why do so many adults choose to not wear bike helmets? Common complaints are helmets are hot, uncomfortable, and not "cool" from a style standpoint. But what about the statistic that 86% of all cycling fatalities in 2008 occurred in the over age 15 population! It's difficult to understand the reasoning behind choosing not to wear a helmet when you look at the numbers. There appears to be a relationship between age, lack of helmet use, and number of fatalities.

Here are some statistics from the National Highway Traffic Safety Administration that may convince you to make the choice to wear a bike helmet:

National Highway Traffic Safety Administration: Safety Facts – 2008 & 2009 Data (most recent data)

- 630 bicyclists died on US roads in 2009 (718 in 2008, 1,003 in 1975).
- 74 were 14 or younger, a reduction of 58% from the 178 killed in 2000.
- 51,000 bicyclists were injured in traffic in 2009 (up sharply from 43,000 in 2007).
- 14% of the cyclists killed in 2008 were between 5 and 15 years old; while
- 86% of the cyclists killed in 2008 were over age 15.
- Average age of a bicyclist killed on US roads in 2008 is 41.
- Average age of a bicyclist injured on US roads in 2008 is 31.
- Alcohol involvement was reported in 37% of 2008 deaths of bicyclists.

Biking is a wonderful way to exercise. In this age of high gas prices and ever-expanding waistlines, it is a way to whittle down our transportation costs while we whittle away our waistlines. But folks, let's be safe when we climb on a bike. From now on, consider the numbers and put on your helmet. For information regarding how to choose a bike helmet and for other bike safety information go to the NHTSA website: www.nhtsa.gov/Bicycles

ISO 14000 OBJECTIVES AND TARGETS FOR 2011

- 1-11 Objective: Maintain an Environmental Management System to ISO 14001 standards. (Champion - C. Gabrielsson)
Update: We have successfully completed our annual SQE office audit, the Delaware Trader's mid-period SQE audit, and the initial SQE audits for all four of our SL-7's.
- 2-11 Objective: Reduction of company paper use. (Champion - W. Hornung)
Update: Our paper consumption for 2011 has gone down for 8-1/2 x 11 copy paper from 130 boxes to 128 boxes for the first eight months of the year. This is a reduction of 1-1/2%. Our Green Bar paper consumption for 2011 increased from 67 boxes in 2010 to 75 boxes for the first eight months of the year. This is an increase of 12% from 2010.
- 3-11 Objective: Regulated disposal of batteries. (Champion - I. Boshes)
Update: For the first eight months of 2011, we collected 32 buckets of batteries. For the all of 2010, we collected a total of 49 buckets. In order to continue the trend of collecting at least 49 buckets per year, we need to collect at a greater rate during the remaining months of 2011.
- 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 and to periodically review their vessel specific Ballast Water Management Plans.
- As all vessels are aware we recently amended our NPDES workbooks and copies have been delivered to all Fleet vessels. Added to the workbooks were the requirements for the annual reports as well as some modification to the recordkeeping. Our various onboard audits have indicated that all vessels are well up on the recordkeeping requirement. Be prepared for the next USCG inspection – you'll recall from the last Safety Line that the USCG is now responsible for monitoring compliance with the VGP. You'll most likely undergo a review at your next annual USCG audit but the possibility exists that it will also be checked during routine boardings.
- 5-11 Objective: To Prevent Water Pollution from Marine Sanitation Device Discharge (Champion - D. Lindquist)
Update: In order to maintain regulatory acceptance of proper operation, crew must maintain MSD units. As per Keystone QENG-564 and in accordance with manufacturers' instructions, weekly testing is required.
- 6-11 Objective: Management and Recycling of E-Waste (Champion – M. Specht)
Update: E-waste recycling for 2011 has increased to 59 recycled components. This is a significant improvement from 2010 when we had zero (0) components for recycling. However, we had 174 components recycled in 2009 and 60 components recycled in 2008.

ANNOUNCEMENTS

Karen Watson, Keystone Marine Personnel Manager, is delighted to report that her daughter Candace was married on September 17th. Congratulations Candy and Todd Tyson!

In July, Roland "Cas" Kane retired after 23+ years with the Great Lakes Fleet. Cas began his career as an ordinary on the PHILIP R. CLARKE and retired as First Mate relieving Master on the EDGAR B. SPEER. We wish Cas all the best in his retirement.

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**

The date to submit articles for the Winter Edition
of the **Keystone Safety Line** is November 30, 2011.
Please submit all items to Ms. Stella Delia, sdelia@keyship.com "Safety Line Submission".

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



**Keystone Safety Line Editor
Captain T. O'Connor
Fleet Safety & Environmental Officer
Keystone Shipping Co.
One Bala Plaza East
Suite 600
Bala Cynwyd, PA 19004-1496
toconnor@keyship.com**

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