



Keystone Safety Line

Safety ⇒ Environmental Care ⇒ Quality Service

NO. 86

KEYSTONE SHIPPING CO.

Winter 2010

CHAMBER OF SHIPPING OF AMERICA ANNUAL ENVIRONMENTAL ACHIEVEMENT AWARDS DINNER



Left to Right: Dan Gifford, Chief Engineer CAPE VICTORY, Aaron Pitrago, Chief Engineer EDGAR B. SPEER, David Scott, Master CAPE VINCENT, Rick Jordan, Master CAPE KNOX, Doug Scholz, Chief Officer DELAWARE TRADER, Captain Bruce Fernie, Vice President of Operations-Keystone Shipping Co. and Chairman of CSA Policy Committee and Captain Louis Cavaliere, Keystone Shipping Co. General Manager of Government Contracts.

Twelve Keystone vessels were honored at the annual CSA environmental achievement awards dinner November 11, 2010 in Washington, DC. A proud and happy group of our executives and officers were on hand to accept the awards. These awards are calculated through August 31, 2010. We list each vessel and its award below and take this opportunity to salute your achievements.

VESSEL	Years Without an Environmental Incident
Cape Victory	15 years
Delaware Trader	7 years
Cape Rise	7 years
Arthur M. Anderson	4 years
Roger Blough	4 years
Cape Race	4 years
Cape Vincent	4 years
Cason J. Callaway	3 years
Roy M. Wheat	3 years
Cape Kennedy	2 years
Edgar B. Speer	2 years
Cape Knox	2 years

**Keystone Fleet Safety and Environmental Standards are among the most stringent in the industry.
Our Fleet Accident and Pollution Free Day Statistics as of November 30, 2010.**

Our fleet wide LTA record currently stands at 787,593 consecutive man hours since our last LTA. We need you to continue your fine efforts!

Vessel	Accident	Pollution	Vessel	Accident	Pollution
ARTHUR M. ANDERSON	1502	1631	PHILIP R. CLARKE	93	552
ROGER BLOUGH	449	1611	DELAWARE TRADER	2698	2822
CASON J. CALLAWAY	1123	1443	EDWIN H. GOTT	1430	426
CAPE KENNEDY	3408	1123	HARRY L. MARTIN (*as of June 30, 2010)	1556*	1218*
CAPE KNOX	3525	938	JOHN G. MUNSON	1266	513
CAPE RACE	3345	1708	PRESQUE ISLE	1754	404
CAPE RAY	3682	544	EDGAR B. SPEER	1320	970
CAPE RISE	3682	2747	FRED W. STOCKHAM	1523	817
CAPE VICTORY	4305	5814	ROY M. WHEAT	523	1230
CAPE VINCENT	5632	1596			

**NOTABLE SAFETY AND ENVIRONMENTAL ACHIEVEMENTS SINCE THE SPRING / SUMMER SAFETY LINE (JULY 31, 2010)
As always, we strive to maintain Keystone's goal of providing the safest and most environmentally sound transportation service.**

SAFETY

10th Consecutive Award
CAPE RAY
CAPE RISE

4th Consecutive Award
ARTHUR M. ANDERSON
FRED W. STOCKHAM

9th Consecutive Award
CAPE RACE

3rd Consecutive Award
CASON J. CALLAWAY (5th Overall)

One Year Award
ROGER BLOUGH (4th Overall)

ENVIRONMENTAL

3rd Consecutive Award
CAPE KENNEDY (12th Overall)

One Year Award
EDWIN H. GOTT (4th Overall)
PRESQUE ISLE (3rd Overall)

2nd Consecutive Award
FRED W. STOCKHAM (4th Overall)

M/V PRESQUE ISLE – LAKE SUPERIOR – DECEMBER 11, 2010



Photo care of Mr. Jerry Walls

Do you think it's cold where you are? This photo depicts Key Lakes 1,000 footer PRESQUE ISLE on December 1, while on Lake Superior, where the temperature was about 10°F!

The PRESQUE ISLE is seen here, as photographed from the bow and looking aft, ballasted and anchored near Sand Island at the western end of Lake Superior. The Master awaited the 50 mph Northeast gales to abate before eventually proceeding to load a full cargo of taconite pellets at the CN Two Harbors terminal.

Under the command of Captain Terry Bellmore, the PRESQUE ISLE currently has more than 4 years of LTA-free operations and more than one year of pollution-free operations. We join with Captain Bellmore and all of his crew in urging the entire fleet to take extra time and utilize safety precautions, such as salt and appropriate ice-cleat shoes, so as to establish one's footing in view of weather and conditions such as shown here!

COMMERCIAL FLEET

The DELAWARE TRADER continues to trade between Louisiana and Florida. The DELAWARE TRADER achieved a score of 95% on the vessel's most recent annual MSS ISO/ISM Audit. All hands are congratulated on this top score and the excellent safety culture they have achieved and continue to improve upon.

GOVERNMENT FLEET

CAPE VICTORY and CAPE VINCENT continue in ROS-5 status in the Beaumont Reserve Fleet.

In mid-September, the ships were visited by Mr. William Cahill, Marad Director of the Ready Reserve Fleet. Mr. Cahill praised the environmental and safety records of each ship and thanked each crew for their cooperation in making the transition to the Beaumont Reserve fleet such a huge success in so many ways for the Maritime Administration. The crew responded by hosting a joint Texas barbeque ashore with the Beaumont Reserve Fleet personnel in honor of Mr. Cahill's visit.



Left to Right: CE Luis Quinones, Cape Vincent; CE Dan Gifford, Cape Victory; Mr. William Cahill, Port Engineer Rich Tammaro, Captain David Scott, Cape Vincent; Mr. George Kochuparampil, MARAD Surveyor; Mr. Rod Neale, MSS Safety Auditor

The MSS Safety Audit was conducted on board each of the vessels during the week of October 4. The CAPE VICTORY improved their score to 91% and the CAPE VINCENT improved their score to 92%.

On October 21, 2010, Keystone's President, Don Kurz, made a special visit to each ship to congratulate the crews for their outstanding safety and environmental records. As of the end of November, the CAPE VINCENT is the Keystone fleet leader with 5,632 accident free days, and the CAPE VICTORY is the Keystone fleet leader with 5,814 pollution free days.

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

On September 30, 2010 the last day of the Federal Fiscal Year, the CAPE KNOX was ordered by the U.S. Transport Command to Turbo Activate as a test activation. The vessel received the notification early Thursday evening. The vessel crewed up that weekend and prepared for sea. On Monday morning, the CAPE KNOX got underway and conducted a successful sea trial in the Gulf of Mexico. Our congratulations to the crew of the CAPE KNOX, and to all those who contributed to their successful activation, which received very high media attention from Marad.

The MSS Safety Audits were conducted on each vessel the week of October 18. We congratulate the CAPE KENNEDY for improving their score to 91%. We also congratulate the CAPE KNOX for improving their score to 93%.

In November 2010 Permanent Chief Engineer of the CAPE KNOX, Mr. Matt Shulick, announced his retirement. Matt has been Chief Engineer of the CAPE KNOX since Keystone was assigned the vessel for re-flagging in 1995. We thank Matt for his dedicated long service and we wish him well in his retirement.

Finally, during the last Quarter of 2010, the CAPE KENNEDY has been involved in the training of port and local police and security officers under the direction of Talon Security Services. This is part of the Port Security Initiative undertaken by the Maritime Administration.

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

In October, a new and improved stern ramp foot was retrofitted to the slewing ramp on the CAPE RISE. This retrofitted stern ramp foot is the final phase of new slewing stern ramps for the CAPE R Class vessels. The next ship scheduled for the installation of a new slewing stern ramp is the CAPE RACE. The package for this installation is out on the street for solicitation and we expect to install the next slewing ramp on the CAPE RACE in mid-2011. Hopefully the CAPE RAY will follow in 2012.

Finally, congratulations are in order to the crew of the CAPE R's and to our shoreside staff in Portsmouth and Philadelphia for achieving a 99.1% on the Marad Ship Manager performance Evaluation for the second time in succession.

The SAVANNAH remains docked in the Canton Marine Terminal in the Port of Baltimore. Steve Jablonski, First Assistant Engineer, has been elected to the position of Baltimore Branch Agent for MEBA. We wish Steve well in this endeavor and thank him for his 3 years of dedicated service onboard the SAVANNAH and his previous service onboard the CAPE RISE.

The FRED W. STOCKHAM remains in repositioning status at an undisclosed location in the Indian Ocean.

The ROY M. WHEAT is stateside and has completed loading for her next repositioning mission. The vessel departed Jacksonville, FL on December 15, 2010.

This past October, the ROY M. WHEAT completed its drydocking and overhaul at BAE-Mobile, AL. The vessel conducted a successful sea trial on October 25th and then completed a return voyage to Jacksonville, FL. The month of November was a very busy month in Jacksonville for this ship. Highlights include the completion of the main engine alarm and monitoring upgrade and modification, overhaul of three (3) Sulzer diesel generators and completion of test and repairs to the forward cargo crane. In addition, the ship completed a very thorough lashing gear inventory, completed crew Small Arms Training and Ship's Security Tactics Training. During this same month, they completed the entire change out of all of the SCBA's (self contained breathing apparatus) to a new manufacturer, completed the change out of firefighting foam, updated the onboard SHIP CLIP System (onboard inventory and ordering computer program) and finally completed the recertification of the ship's helicopter deck. Meeting all of these milestones in a short period of time is a credit to the thorough planning and hard work of Captain Peter Grealy, Chief Jim Adams and crew!

KEYLAKES FLEET

The Gales of November

All vessels in the Fleet tucked in for cover over the past few weeks. Below is an excerpt from NOAA concerning the lowest barometer reading in Minnesota history that helped create extreme conditions on the Lakes. As you read this, please keep in mind that the lowest pressure reading from the storm that sank the Steamer Edmond Fitzgerald back on November 10th, 1975 was 28.95 inches of mercury.

On October 26, 2010, the USA recorded its lowest pressure ever in a continental, non-hurricane system, though its pressure was consistent with a category three hurricane. The powerful system was dubbed the "Chiclone" by the media as it hit the Chicago area particularly strongly, as well as Minnesota, Wisconsin and Michigan. It was also meteorologically referred to as a bombogenesis due to the rapid drop of barometric pressure experienced. In Superior, Wisconsin, the storm managed a 28.38 inch reading---a new all-time low for Wisconsin at the time. And near International Falls on the U.S./Canadian border, the system's 28.23 inch (956 mb) reading established a new all-time Minnesota low pressure. Early Tuesday morning October 26, an F2 tornado rushed through Will County, south of Chicago, at 7:00 AM. Another tornado is said to have struck Racine, Wisconsin. The storm also produced some of the highest officially recorded waves by weather buoys stationed in Lakes Superior and Michigan. Specifically, on Wednesday, October 27, 2010, buoy no. 45136, operated by Environment Canada, in northern Lake Superior recorded a significant wave height of 26.6 feet (this is average height of 1/3 of the highest waves over an hour), and buoy no. 45002, operated by the National Data Buoy Center (NDBC), recorded a significant wave height of 21.7 feet in northern Lake Michigan. The NDBC and many models indicate that multiplying significant wave height by a factor of approximately 1.3 will equal the approximate average height of the highest 1/10 of waves recorded -here that would translate into such average wave heights of approximately 34.5 feet and 28.2 feet on Lakes Superior and Michigan respectively.

This would appear consistent with the NOAA forecast for northern Lake Michigan calling for 21-26 foot waves that day. The persistence and strength of the storm's westerly winds also piled the waters of Lake Michigan along the Michigan shoreline leading to declines in lake levels on the Illinois and Wisconsin side of the lake. Based on NOAA lake level sensors, an updated analysis of Wednesday, October 27, 2010 water levels on Lake Michigan revealed a two-day decrease of 42 inches at Green Bay, WI and 19 inches at Calumet Harbor, IL---while NOAA sensors at Ludington, MI and Mackinaw City, MI measured lake level rises of 7 and 19 inches respectively. In addition, about 8 to 9 inches of snow ended up on the higher ground in Duluth while maybe a flurry or two was all that was seen just across the Bay in Superior, Wisconsin.

Annual layup has already started with the EDWIN H. GOTT going into Sturgeon Bay, WI for the Engine Upgrade. Captain Michael Gapczynski positioned the 1000 footer over the blocks in dry dock just in time around 8:00 pm on November 22nd as the wind picked back up. Heavy winds lasted all night and would have made a very long day even longer. The remainder of the Fleet will be laid up around January 15th, 2010 when the Soo Locks officially close. Erie, Pa will see the SPEER, CALLAWAY and the PRESQUE ISLE this year with Sturgeon Bay shipyard seeing the ANDERSON, GOTT and CLARKE and the remaining two, BLOUGH and MUNSON, will be up here in Duluth.

From the KeyLakes Fleet based in the Northland – "Have a Great Holiday Season."

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.

CAPE RISE - CHIEF MATE J. HAUCK – CHIEF ENGINEER H. YARBROUGH – NOVEMBER 30, 2010

- Port and starboard main access doors to engine room have been left open too often in the past. These doors are fire barriers and should always remain closed when not in use. Reminder to replace all safety chains on vertical access trunks to prevent inadvertent falls into trunks. Reminder to replace all sounding tube caps securely to prevent accidental flooding.

DELAWARE TRADER – CAPTAIN C. CHAPMAN – CHIEF ENGINEER T. RICKER – NOVEMBER 25, 2010

- Flashlights – it was noted that several new crew members had brought onboard personal flashlights that were not intrinsically safe. It was pointed out that these were unacceptable on tankers and they were not to be used. Flashlights will be provided by the vessel. The 4 x 8 Second Mate (training officer) was instructed by the Master to include an appropriate warning regarding flashlights to new crew members during their vessel indoctrination training.

ROY M. WHEAT – CAPTAIN P. GREALY – CHIEF ENGINEER S. MAYO – NOVEMBER 20, 2010

- No accidents were reported at meeting. Had just completed successful shipyard at BAE Mobile. One minor injury of a shipyard worker was reported throughout the course of the 83-day RAV period. Hats off to the crew of 10 for a job well done!
- In light of the upcoming loadout at BIC, the crew was advised that orange vests are to be worn at all times on deck and in transit to/from the parking lot. Crew was informed that all are required to receive the annual influenza shot before departing BIC. Vessel will be 100% compliant prior to departure.

CAPE RACE – CAPTAIN P. WRIGHT – CHIEF ENGINEER J. MATHEWS – NOVEMBER 30, 2010

- The need to replace the safety clip on one of the electric chain hoists on the main trailer deck was brought up by the First Assistant Engineer. The hook is currently "moused". This led to a discussion of safe rigging practices. Standards for inspecting wire rope and nylon slings were reviewed. This ship's Safety Officer provided members of the ROS crew with reference material on this subject and directed them to additional resources in this area.

Editor's Note: Captain Pat Wright is referring to the excellent rigging training performed at our last two seminars in Tampa and Destin by Mike Parnell, President of Industrial Training International. The reference training material that Pat refers to is the "Mike's Rigging Mysteries", which has been made available to all of our vessels.

CAPE VICTORY – CHIEF MATE R. NOACK – CHIEF ENGINEER D. GIFFORD – NOVEMBER 29, 2010

- Chief Engineer and Chief Mate commended crew for a record of 15 Pollution Free years. This was recognized by the visit of Mr. Don Kurz on October 21st to thank both crews of the CAPE VICTORY and CAPE VINCENT. Further recognition was given for the improvement on the last MSS audit and the completion of the COI (Certificate of Inspection) with the USCG.
- General health and safety are still big issues onboard any vessel. It was mentioned how clean health and good safety go hand in hand. Especially during the flu season, keeping one's hands clean is paramount.
- After further discussion on the time element for the suit up during the drill, having the suspenders properly adjusted in advance is essential. The layout of the material used and those assisting in the suit up are necessary and productive steps.

ARTHUR M. ANDERSON – CAPTAIN D. WICHLACZ – CHIEF ENGINEER D. WADZINSKI – OCTOBER 28, 2010

- Discussed a Near Miss that was recently submitted after someone attempted to raise the unloading boom without disconnecting the boom dampeners. To prevent a similar incident from occurring in the future the pins used to secure the boom dampeners were painted orange and connected to orange tags. When the boom dampeners are disconnected the tags are taken to the unloading control booth and the Mate does not raise the boom unless the pins and tags are in the unloading control booth. When the boom has been landed and the dampeners have been reconnected the crew will put the pins and tags back in place at the dampeners.
- The Captain led a discussion about cold weather that will soon be here. He stressed the need to blow and drain deck lines when the temperature dips below freezing. The Captain added that there are salt cans forward and aft. If icy spots are noticed on deck they are to be treated with salt/sand right away.
- For this month's environmental topic the Captain led a discussion on the used battery recycling program.
- The Safety Rover's report included the following observations: A fire station was found with an obstruction in front, which the Safety Rover removed. During mooring operations a crew member handling cables did not wait to get a signal from the winch operator before grabbing the becket. While fueling from a barge all PPE was being used correctly.

CASON J. CALLAWAY - CAPTAIN C. EDWARDS - CHIEF ENGINEER R. DUNCAN – OCTOBER 30, 2010

- Aerosol cans not in burnable trash this month, keep it up!
- Fire alarms for unloading generators should be demonstrated at next drill so everyone is familiar with their sound.
- The Safety Rovers recorded 14 observations. There were some very good points, which included the following: While doing clean-up and putting on hatch covers the hatch crane operator rushed a little and didn't give the helper time to get the hook off before lifting the hooks. A discussion followed on the importance of working together. Steps are getting spongy on the port stairway in the tunnel. The Rover talked to the Chief and he said that they were working on them. While checking handrails on the stern, six pipes were found to be rusting out at the base. They are in the process of being renewed and the crew has been made aware of their condition.

We are receiving good reports on how helpful headlamps have become. Soo Marine Supply sells intrinsically safe headlamps, which is a required feature in our work environment.

ROGER BLOUGH – CAPTAIN T. ALFSON – CHIEF ENGINEER B. DONALDSON – OCTOBER 29, 2010

- Discussed pellet spillage at CN N#2 in Two Harbors. MN. The dock conditions appear to be deteriorating and cargo spillage during loading operations is becoming worse. Key Lakes is actively pursuing with dock owners a means to remedy his situation.
- The Chief Engineer showed the crew a newspaper article that he found concerning new CPR Guidelines. The article will be forwarded to Mr. Jerry Walls for further action.
- Additional power strips need to be ordered to replace older models that are no longer allowed onboard.
- Slipping, tripping hazards can be lessened by properly stowing equipment after a job is completed. It was noted that hoses have been left out and equipment has been left in passageways overnight.

EDGAR B. SPEER – CAPTAIN D. RENTSCHLER – CHIEF ENGINEER M. EMOND – NOVEMBER 4, 2010

- Tunnel repairs were inspected and a review of fire watch procedures with ABU'S during tunnel welding repairs were conducted.
- Reviewed second fire drill held in the month of October. The actions and directions of the two fire teams were questioned by the No. 2 Team leader during a simulated fire in the crew's rec room. The main issue was the deployment of fire hoses from Sta. #25 and Sta. #23, and not Sta. #13. After the meeting the First Mate reviewed the scenario with five different crew members including the No. 2 Team leader. The general consensus was the actions of the two fire teams was correct and resulted in an optimum use of the ship's resources. Constructive criticism of any drill is encouraged.
- At the Two Harbors dock No. 2 on the south side (the shiploader) there is a leak in the storage bin in the vicinity of shuttle No. 18 that permits pellets to rain down on the accommodation ladder. Key Lakes is actively pursuing with dock owners a means to remedy his situation.
- The Safety Rover's report included an observation of a tripping hazard on the main deck. Support brackets that hold covers for protecting the winches in winter are exposed and create a tripping hazard. The proposed solution was to highlight the risk by painting the supports yellow, thereby increasing awareness of the hazard. This has been completed.

JOHN G. MUNSON – CAPTAIN A. GAPCZYNSKI – CHIEF ENGINEER R. NICHOL – OCTOBER 30, 2010

- Reviewed G.I.M. No. 2922 & 151, in which an ordinary gate operator jumped from the top of the hatch crane to the deck. He severely damaged his right knee when he landed on the deck. This resulted in an LTA. Our crew was instructed that "jumping four feet" off any object such as ladders, hatches, etc. is not acceptable.
- "Breach of Security" scenario included a MARSEC drill held on 10/9/10. Simulated a rise from MARSEC Level 1 to MARSEC Level 3. Crew instructed on regulations @ Level 3, extra lookouts, no embarkation/debarkation, vessel movement is under USCG directives, etc..
- Environmental discussion included a simulated oil spill response drill. Crew was instructed on the deployment of the oil boom. In addition, oil response containment drums were opened and their contents discussed with the crew.
- The Safety Rover's observations included the following: Pulling mooring lines with the cable draped over the shoulder. Use beackets to pull cable. Tools left out, stow all tools after use.

MV CAPE VICTORY – THANKS – SAFETY LEADERSHIP

From: George Kochuparampil, Marine Surveyor-Marad
Sent: Fri 10/29/2010 11:08 AM
To: R. Tammaro, Keystone Port Engineer-Beaumont
Subject: Vs: Spot Award (Team) Landing Barge Safety Rail
Rich:

I am happy to note that the idea originally put forward by the CM on Cape Victory, Jack Jansen, has been implemented (which involved the installation of removable railings on the landing barges) and MARAD appreciates such safety/innovative ideas. We welcome participation by KSC on safety or other improvement ideas such as cost reduction, recycling (as recently pointed out by Chief Mate Mark Nowak on the CAPE VINCENT regarding recycling of big batteries), energy conservation etc., so that we may implement them. The subject safety item may now be successfully closed.

Regards

George Kochuparampil
Marine Surveyor
U.S. Maritime Administration – Beaumont, TX

MARITIME CONFINED SPACE SAFETY PRACTICES AND SHIPYARD CONTRACTOR SAFETY GUIDELINES TRAINING IN DULUTH, MN

On November 9 through 11, the Key Lakes Fleet Engineering, Operations and Port Service team participated in safety training for winter layup. Lawrence Russell, a member of the NFPA staff, conducted the course which was developed by the National Fire Protection Association (NFPA). The course concentrated on Maritime Confined Space Safety Practices. Larry emphasized recognizing, evaluating and the methods that can be used to control confined space hazards common to ships and shipyards. To assist the Key Lakes Engineering and Port Service personnel in maintaining safety standards, we also reviewed the Key Lakes Fleet Shipyard Contractor Safety Guidelines. The attendees are shown in the photo on the next page.



(Seated from left to right) Ken Gerasimos (Port Captain), Ward Poppenberg (Duluth Port Service), John Thibodeau (Senior Port Engineer), Lisa Weed (Erie Port Service), Richard Pompeani (Erie Port Service), (standing from left to right) Jerry Walls (Key Lakes Fleet Safety Coordinator), Lawrence Russell (NFPA Staff), Allen Chesky (Duluth Port Service), Bruce Bishop (Sturgeon Bay Port Service), David Thompson (Sturgeon Bay Port Service), Willie Keyes (Port Engineer), Greg Drickhamer (Purchasing Manager), William Peterson (General Manager), LeRoy Kolenda (Port Engineer).

KEYSTONE SHIPYARD SAFETY PROGRAM

A key element of Keystone's comprehensive safety program is our strengthened Shipyard Safety Program that began in 1997. For the past eleven years, from January 2000 through December 2010, Keystone has completed seventy-six separate vessel shipyard periods for a total of 2,846 days (or 7.8 years) in the repair yard. We are pleased to note that in that same eleven-year time period, we sustained no LTA's to any Keystone vessel personnel and only fifteen LTA's for shipyard personnel.

We thank all of our repair superintendents, safety officers, senior officers, crew, shipyard managers and shipyard safety officers for their exemplary efforts. After all, at the end of the day or at the end of the tour, it is about all of our staff, contractors and shipyard staff returning safely to their families and loved ones!

We are pleased to offer our most recent shipyard statistics.

Keystone Shipping Co. 2010 Shipyard Safety Performance

Vessel	Shipyard	Dates	Days	#LTA Vsl. S/Y	Shipyard Safety Officer	Port Engineer
Cape Ray	Detyens - Charleston	04/01 to 5/28/10	58	0 0	John Woods	Ed Mantell
Harry L. Martin	Atlantic Marine - Mobile	04/19 to 6/23/10	66	0 0	Matt Neill	John Ostebo Dave Farrell
Roy M. Wheat	BAE – Mobile	08/5 to 10/26/10	83	0 0	Matt DeBoer Matt Neill Brendan Wagner	John Calzonetti Dave Farrell

2010 Total: 207 0 0

WELL DONE MV CAPE RISE

From: Jeffrey McMahon, MARAD Ship Operations & Maintenance Officer
 Sent: Tuesday, August 17, 2010 5:20 PM
 Subject: Norfolk Fire Dept SAFESTORE Test Vehicle Load on MARAD RRF Ro/Ro CAPE RISE 8-17-2010

To our friends at the Norfolk, VA Office of Emergency Preparedness and Response and the Norfolk Fire Dept/EMS:

Thanks very much to all for coming out today to see how the US Maritime Administration (MARAD) and the US Department of Transportation (DoT) can assist you with Emergency Preparedness in the event you need to temporarily shelter your Norfolk Fire Dept/EMS Emergency Response Vehicles and/or Fire Dept Crews on the CAPE RISE and/or one of her sister ships docked in Portsmouth, VA. I think the initial test went well and demonstrated that these vessels are extremely capable and flexible should you wish to build this into your future local Hurricane and Disaster planning.

Thanks to our industry partners at Keystone Ship Management and CAPE R Officers and Crew as well as our CAPE R Layberth contractor, Earle Industries for your invaluable support.

I have attached some additional information on how MARAD/DoT can assist under the SAFESTOR Program and if you are interested we can schedule a follow on meeting at your convenience to discuss "Way Ahead" in finite planning and perhaps an "Exercise" to test/refine the details of the plan. Since USCG Sector Hampton Roads is integral to our joint Maritime Planning, I have taken the liberty to cc CAPT Mark Ogle, USCG Sector Commander, on this e-mail. I am sure that his office can be of assistance in developing this concept further should you wish to do that.

Kurt Melow (MARAD MIRT Rep) and Rick Goldthwaite (MARAD Marine Surveyor – CAPE R's) will remain primary MARAD POCs for scheduling future discussions/next steps. In the meantime, should a real world event come up and you need our help, please contact me on my cell phone and we will expedite that. Instructions for requesting SAFESTORE and recommended optimum timelines/limitations are contained in the attached SAFESTOR pamphlet.

Thanks,
Jeff McMahon
Ship Operations & Maintenance Officer (GS-15)
MARAD Division of Atlantic Operations (MAR-615)
Norfolk, VA 23505



**WELL DONE MV EDWIN GOTT
QUICK RESPONSE – TWO HARBORS SHIPLOADER**

From: W. Peterson, General Manager-Key Lakes
Sent: Monday, October 18, 2010
To: Gott Captain
Subject: FW: Two Harbors Dock Shiploader

Captain Mike

We echo Merrill's thanks. The excellent watch standing and response from the crew are credited with saving the dock from a potential season ending stoppage.

Thanks again to all those involved.

Brgds/Bill

Captain William C. Peterson
General Manager Key Lakes, Inc.

From: Merrill Anderson
Sent: Monday, October 18, 2010 10:08 AM
To: Gott Captain
Cc: w Peterson;
Subject: Two Harbors Dock Shiploader

Captain Gapczynski and Crew -

I am writing to thank you and your crew for your attention and quick, effective response to our pulley failure on the Two Harbors Shiploader last Saturday night. You and your crew noticed and extinguished a lagging fire on the end pulley of Conveyor Belt No. 5, which runs the length of the Shiploader. This quick response saved the belt from catching fire and putting the facility out of service for a long time and very high cost.

Thanks again from all of us at the Dock!

Merrill S. Anderson
Manager, Senior Operations
Duluth and Two Harbors
Canadian National

From: Gott Captain
Sent: Tuesday, October 19, 2010 2:48 PM
To: W. Peterson
Subject: RE: 2 Harbors Belt Fire

Captain William C. Peterson (General Manager Key Lakes, Inc.),

The Edwin H. Gott was moored at the CN Ore docks in Two Harbors on October 16th. At around 1925 the 3rd Mate noticed a fire on the tail pulley at the East end of dock #2. The dock was immediately notified, and the general alarm was sounded. The crew of M/V Gott mustered, and at the direction of the Master began putting water on the fire. The fire appeared to be extinguished. Dock personal arrived promptly with fire extinguishers. At this time the dock's representative (on the radio) asked the ship to stand down. This order was acknowledged by the Master at 1936. The Master ordered the crew aboard M/V Gott to stand down as the dock was clearly in control of the situation.

The Master ordered a re-flash watch to be set and the dock foreman kept the vessel informed via two-way radio.

Captain Michael K. Gapczynski,

M/V Edwin H. Gott

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 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, 3
- Poor Communication Issues – Near Misses 4, 5, 6, 7
- Failure to Adhere to Safety Procedures – Near Misses 8, 9, 10, 11, 12, 13

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
1. Contractor ran into house to obtain a forgotten item thereby endangering him due to knife edges on weather-tight doors which could lead to a slip/fall or bump into others in area.	Contractor running on vessel.	Contractor was reprimanded on the spot; issue will be brought up at next safety meeting to remind all hands.
2. When working on lighting in the exterior stairwell, a contractor left items on lower stairs as a convenient "shelf" and then proceeded to work in another area, leaving trip/fall hazard on the stairwell.	Non-crewmembers unaware of need to always maintain stairwells, decks and walk areas in a clear status.	Review QSAF 330 with crew and be vigilant with contractors and other visitors. Watch for hoses, extension cords etc. that may create a tripping hazard.

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
3. Contractor attempted to crawl onto large ramp hinge under the stern ramp flap which would put him directly over open water about 12 feet below, without wearing any safety fall prevention gear or flotation device.	Contractor's poor understanding and perhaps lack of training with regard to marine industry and company safety policy when working aloft or over the side of a vessel.	Contractor was asked to stand by while ship's crew retrieved a life ring, work vest, full body harness and life line. Proper equipment was donned while the man was working over the water, and a ship's officer stood by to supervise the work until completed.
4. Dockside commencement of loading prior to vessel headers being open.	Lack of communications and lack of adherence to procedures.	In conjunction with terminal, develop exact procedures for the commencement of loading operations. Before terminal opens any valves in the stream including dock valves, they must confirm the vessel is open and ready to receive cargo. Together we will confirm vessel's readiness.
5. Lost communication with shiploader resulting in a starboard list finishing the first run. Blew one blast on ship's whistle to stop loading. The on-duty shiploader was unaware of the fact that if the vessel blew a blast on the whistle that all loading was to stop until problem is solved.	Shiploader's radio had been switched to the wrong channel.	Check Channel switch often to confirm radio is on correct channel. PR 1500 Motorola radios are knocked off channel by the large channel switch rubbing on anything.
6. After forklift contacted the spar deck overhead with sufficient force to bend the upper frame of the forklift, crewmember did not report damages to supervisor and/or CE.	Failure to report damages.	All deck personnel were called to a meeting to remind them that they must report promptly ALL accidents, incidents and medical problems which occur on board.
7. While loading, ballasting instructions from the mate to the engineer were either incorrectly relayed, or incorrectly heard. This resulted in extra ballast being removed from the tanks. Due to the final draft of the load, it was possible to change the load plan slightly and continue loading the vessel.	Due to noise and distractions, proper communication did not occur.	Once the engineer begins to pump ballast in or out, they will call the mate on the radio to confirm the order. This is a reiteration of standard practice.
8. Gas cylinders were found unsecured in the cargo hold.	Contractor working in the cargo hold, removed lashings from cylinders in order to better access the area in which he was working. After work was complete, the lashings were not replaced on the cylinders.	Gas cylinders were relocated and secured (refer to QSAF 135, 4.1.1: Cylinders shall be secured and, when not in use, they shall be stowed in a rack in the upright position, with the valve protection cap in place.
9. The Handyman was making his final round after the end of the unload and found the gate cylinder shut-off valves for the starboard unloading tunnel left open.	Basic mistake of forgetting to close the valves.	Reinforce, review and retrain SOP for 'end of unload' and strive to be more aware of those procedures.
10. Crewmember drove forklift down ramp to main deck without lowering the load to a safe level. Upon reaching the overhang of the Spar Deck, the forklift contacted the overhead deck and stopped the forward progress.	Unsafe driving of forklift.	Crewmember not to drive forklift until further training is available and/or will not drive unless under direct supervision of officer.
11. During daily work check, found air hoses had been led in front of exterior stairwell. This created a possible tripping hazard.	Possible trip hazard inadvertently created by workers setting up air hoses.	All deck hands were working in the area. Stopped all work for five minutes and took a short "time out". Discussed how hazard was inadvertently created and had the group correct same. Reviewed working aloft (rail on upper deck) and general paint protocols. Resumed work.
12. While unloading, the 3 rd Mate was observed trying to operate the aft deck winches, communicate on the walkie talkie and control the slewing of the unloading. The 3 rd Mate had lowered the his portable control to above the winch control and had to reach upward to press the control buttons to slew the boom. The 3 rd Mate would not have been able to stop the slewing or notice any hydraulic leaks if any at this position or monitor the unloading rate and control panel alarms.	Mate used poor judgment by multi-tasking.	Call out extra crew members at such docks so persons aren't multi-tasking. The overtime is there to use and is reinforced by our office administration and OPS heads.
13. Work was being done on light fixture in paint locker but no notification tag out / lock out was done.	Potential fire / explosion or electrocution hazard was created by leaving electrical wires exposed in paint locker. Electrical power was not secured. No proper notification was made. Failure to adhere to lock out/tag out procedures.	Notify Pilot House and Engine Room prior to any work being done. Use proper lock out / tag out procedures prior to doing any work. Competently trained engineers should be performing electrical work.

ISO 14000 OBJECTIVES AND TARGETS FOR 2011

- 1-11 **Objective:** Maintain an Environmental Management System to ISO 14001 standards. (Champion-J. Watters)
Update: In the third quarter of this year the CAPE KENNEDY was audited by ABS for ISM Certification only. On June 8, 2010, we successfully completed our annual ABS Keystone office SQE audit.
- 2-11 **Objective:** Reduction of company paper use. (Champion-J. Watters)
Update: For the first three quarters of the year our total usage in the combined Keystone and Key Lakes Fleets and in our Duluth and Bala Cynwyd offices has been 197 cases. Last year the paper use was 328 cases for the first three quarters. This is a decrease of 40% below last year.
- 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.
- 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.
- We are learning of more Ballast Water Treatment Systems that have received their respective Flag State approvals. These systems have been tested to the IMO Ballast Water standard only. There are reports of other systems being designed that will comply with specific state requirements which are considerably more stringent than the IMO standard. As imagined, some of these "approved" systems, when tested under normal operating conditions, are not enjoying the same success as they did in the lab tests. At present, no system has been approved by USCG. This will continue to be monitored and updates provided.
- 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: Since the inception of our E-Waste Project in 2008, Keystone has recycled 230 documented pieces of e-waste. In addition, we have recycled 60 pieces of e-waste thus far in 2010. As part of the 2009 reconstruction of our corporate office, we have also installed energy efficient lighting, window film coverings and energy efficient air conditioning in our Data Center.

ANNOUNCEMENTS

Congratulations to Tim and Nicole Callahan on the birth of their first child. Hailey Ann Callahan was born on November 19th and weighed in at 5 lbs. 10 oz. Mom, Hailey and Dad are doing well. Tim works in our Accounting Department in the Bala Cynwyd, PA office.

Congratulations also to LeRoy and Chelsea Kolenda who also welcomed their first child on December 1st. Ryden LeRoy Kolenda weighed in at 8 lbs. 5 oz. Again, we're happy Mom, Ryden and Dad are doing well. LeRoy works in the Engineering Department in the Duluth, MN office.

Captain Bill Peterson is celebrating two weddings this year! His son Ryan Peterson and Amy Lynn Lasek were married on September 25, 2010. His daughter Lauren Peterson and Second Lieutenant Joseph R. Mozzi, USMC will wed on December 24, 2010 at the Peterson estate (which will be sold soon afterward to pay for both of these weddings.) Bill is General Manager of our Key Lakes Fleet.

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 Fall Edition of the **Keystone Safety Line** is March 15, 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!