



Keystone Safety Line

Safety ⇒ Environmental Care ⇒ Quality Service

NO. 85

KEYSTONE SHIPPING CO.

Spring/Summer 2010

ONE YEAR ACCIDENT FREE

On Friday, June 25, the Keystone group of managed fleets achieved one year (2,953,186 "man hours") without a Lost Time Accident. Congratulations upon reaching this milestone, which coincidentally occurred on the birth date of our founder, Charles Kurz.

Your continued emphasis upon safety, accident prevention, and environmental stewardship will contribute to everyone's well being and further distinguish our overall operating performance from our competition.

Donald Kurz,
President

16 VESSELS RECEIVE JONES F. DEVLIN SAFETY ACHIEVEMENT AWARDS

The Chamber of Shipping of America held its Annual Ship Safety Achievement Awards Luncheon in New Orleans, LA on June 3, 2010. 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, 2009. We are pleased that sixteen vessels were honored.

M/V DELAWARE TRADER
T/B MICHIGAN/GREAT LAKES
M/V EDWIN H. GOTT
M/V EDGAR B. SPEER
S/S JOHN G. MUNSON
M/V PRESQUE ISLE
S/S CASON J. CALLAWAY
M/V CAPE VICTORY

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

CHAMBER OF SHIPPING OF AMERICA



Chief Mate John Verrilli, flanked by Mr. Mike Bohlman, CSA Chairman of the Board, and Rear Admiral Mary Landry, Director of Government and Public Affairs, USCG Washington, DC. accepting the award for the CAPE KENNEDY AND CAPE KNOX



Chief Mate Robert Noack, flanked by Mr. Mike Bohlman, CSA Chairman of the Board, and Rear Admiral Mary Landry, Director of Government and Public Affairs, USCG Washington, DC. accepting the award for the CAPE VICTORY and CAPE VINCENT

Chief Officer Robert Noack, M/V CAPE VICTORY, Chief Officer John Verrilli, M/V CAPE KNOX, Mr. Bob Babin, Supervisor Marine Surveyor, Division of Gulf Operations, U.S. Maritime Administration, Captain Bill Peterson, General Manager, Key Lakes, Captain Bruce Fernie, Vice President of Operations, Keystone Shipping Co., Mr. Chris Keefe, Repair Superintendent, Keystone Shipping Co. New Orleans and Captain Tim O'Connor, Fleet Safety and Environmental Officer, Keystone Shipping Co., stepped forward to accept the Jones Devlin awards for the sixteen various vessels.

**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, 2010.
We need you to continue your fine efforts!**

Vessel	Accident	Pollution	Vessel	Accident	Pollution
ARTHUR M. ANDERSON	1380	1509	PHILIP R. CLARKE	1195	430
ROGER BLOUGH	327	1489	DELAWARE TRADER	2576	2700
CASON J. CALLAWAY	1001	1321	EDWIN H. GOTT	1308	304
CAPE KENNEDY	3286	1001	HARRY L. MARTIN (*as of June 30, 2010)	1556*	1218*
CAPE KNOX	3403	816	JOHN G. MUNSON	1144	391
CAPE RACE	3223	1586	PRESQUE ISLE	1632	282
CAPE RAY	3560	422	EDGAR B. SPEER	1198	848
CAPE RISE	3560	2625	FRED W. STOCKHAM	1401	695
CAPE VICTORY	4183	5692	ROY M. WHEAT	401	1108
CAPE VINCENT	5510	1474			

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

SAFETY

15th Consecutive Award
CAPE VINCENT

7th Consecutive Award
DELAWARE TRADER

One Year Award
ROY M. WHEAT (7th Consecutive)

9th Consecutive Award
CAPE KENNEDY (14th Overall)
CAPE KNOX (12th Overall)

3rd Consecutive Award
JOHN G. MUNSON (4th Overall)
EDGAR B. SPEER

ENVIRONMENTAL

7th Consecutive Award
CAPE RISE (8th Overall)

3rd Consecutive Award
ROY M. WHEAT (8th Overall)

One Year Award
CAPE RAY (8th Overall)
JOHN G. MUNSON (4th Overall)
PHILIP R. CLARKE (3rd Overall)

4th Consecutive Award
CAPE VINCENT (15th Overall)
ARTHUR M. ANDERSON
ROGER BLOUGH

2nd Consecutive Award
CAPE KNOX (12th Overall)
EDGAR B. SPEER (4th Overall)

COMMERCIAL FLEET

The WILLIAMS CLARK is docked at Detyens Shipyard in Charleston, SC.

The DELAWARE TRADER continues to trade between Louisiana and Florida. The DELAWARE TRADER achieved 7 consecutive years of operating without a Lost Time Accident on July 10.

GOVERNMENT FLEET

The CAPE VICTORY and CAPE VINCENT continue in ROS-5 status in the Beaumont Reserve Fleet. Successful dock trials were conducted onboard each vessel during the week of April 12th. The vessels hosted a visit from the Maritime Administrator, Mr. David Matsuda on May 4th.

On June 26, 2010, the CAPE VINCENT completed 5,475 days of accident-free operations. The vessel was awarded its 15th Consecutive Annual Safety Achievement Award. This achievement of fifteen years of accident-free operations is a great credit to the crew of the CAPE VINCENT, and is a record in the Keystone fleet. Our congratulations and appreciation is sent to Captain David Scott, Chief Engineer Luis Quinones and the crew of CAPE VINCENT for reaching this unprecedented milestone within the Keystone fleet.

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

On April 29 and 30, 2010 the CAPE KNOX hosted shoreside Law Enforcement Security Exercises sponsored by Marad and DOT. The training and onboard exercises provided Maritime Domain Awareness for local SWAT and law enforcement participants in cooperation with the U.S. Coast Guard and Maritime Administration Security Initiatives.

On April 4, 2010 the CAPE KNOX received her 9th Consecutive Safety Award completing 3,285 days of operations without a safety incident. Congratulations to Captain Rick Jordan and Chief Engineer Matt Shulick and the crew of the CAPE KNOX for this excellent safety record.

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

During the month of May, CAPE RAY completed her drydock and overhaul in Detyens Shipyards in Charleston, SC. The CAPE RAY sailed from Charleston, on May 28 and returned to its homeport of Portsmouth, VA upon completion of a successful sea trial. This sea trial was successfully completed by veteran Chief Engineer Tom Tompkins and the new Captain/ROS Chief Mate John Woods.

On June 23, 2010 the CAPE RACE hosted a local youth group of young people from one of the day camps of the Episcopal Diocese of Eastern Virginia for inner city teenagers in the effort to expose them to positive life opportunities of the Merchant Marine. The group was hosted by Captain Pat Wright, Chief Steward Roslyn Johnson and Bosun Gerald McIntyre, who took on tough questions from the group with straightforward and honest answers. This tour was part of the Department of Transportation's "Livable Communities Strategic Goal" Project.

On May 22, 2010 the CAPE RISE was awarded her 7th Consecutive Environmental Achievement Award for 2,555 days of pollution free operations. Our congratulations go out to recently retired Captain Gary Hill, Chief Engineer Hugh Yarborough and the crew of CAPE RISE for achieving this excellent milestone.

The SAVANNAH remains docked in the Canton Marine Terminal in the Port of Baltimore and Keystone continues to manage the ship as we proceed toward safe storage.

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

The ROY M. WHEAT returned to Continental United States after completing another repositioning mission. The WHEAT arrived in Jacksonville on July 20, 2010 for discharge of its cargo in preparation for drydocking and overhaul.

On July 27th Captain John Mattfeld and Chief Engineer Randy Crider presented a check to Col. Steven Peters, the Commanding Officer of the Marine Corps Support Facility at Blount Island in Jacksonville. The donation totaling \$8,575 was made to the Marine Corps Injured Marine Semper Fi Fund. This fund will assist sailors and marines who have recently been injured in the line of duty in Iraq and Afghanistan. This was a great gesture on the part of the ship and included donations from the ship's welfare and recreation fund, ship's recent pollution free bonus and personal donations from the crew, which were matched by Keystone Shipping Co.

The WHEAT completed her discharge and sailed for the Port of Mobile, AL, arriving on August 3, 2010 to commence preparations for drydocking and overhaul at BAE Mobile.

KEYLAKES FLEET

During the 2009 Great Lakes sailing season we operated 6 vessels most of the year. For a 30 d-day period in the Fall of 2009 we operated 7 vessels. This year all 8 ships were sailing by April 18th, 2010. The early fit-out of the ANDERSON on February 10th sparked a much busier year than the previous year. With the normal fit-out departure date being March 23rd most other years, the fleet will hopefully remain in full operation through the first week of November. The remaining fit-out-dock departure dates were as follows:

EDGAR B. SPEER	3-19-2010	ARTHUR M. ANDERSON	3-10-2010
EDWIN H. GOTT	3-20-2010	CASON J. CALLAWAY	4-15-2010
PRESQUE ISLE	3-19-2010	PHILIP R. CLARKE	4-20-2010
ROGER BLOUGH	3-20-2010	JOHN G. MUNSON	3-24-2010

We hope that the Steel Industry continues to see strong demand that will allow us to end the 2010 Great Lakes Shipping Season with a strong finish.

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 VINCENT – CHIEF MATE D. SCOTT – CHIEF ENGINEER L. QUINONES – JULY 30, 2010

Hurricane plan discussed. Reassess crew needs while in fleet. Expect to require additional engine room personnel to man 24/7 generator.

CAPE KENNEDY – Chief Mate R. Noack – Chief Engineer C. O'Sullivan – July 30, 2010

- With the local passing of rainstorms and associated lightening, the shore power was interrupted on various occasions. On the 25th of July, between 0300 and 0500, power was lost. Breakers had to be reset ashore. On the 29th, from 0848 to 1842, power was lost to a blown transformer ashore. When power is lost, the resetting of breakers in the waterhouse (ashore and onboard) is necessary. A spreadsheet listing the proper procedures of resetting the vessel's equipment is posted in the engine control room, as well as in the nearby dock office.
- Bosun Byrd brought up some discussion concerning the excellent rigging class at the Keystone seminar held in Destin, FL.

CAPE RAY – Chief Mate J. Menendez – Chief Engineer T. Tompkins – July 29, 2010

- Viewed video "Onboard Anti-Piracy Measures for Mariners". This video has a Straits of Bab El Mandeb/Gulf of Oman/Somalia focus and the vessel must transit this area if we are activated again for service in the Persian Gulf. Security measures for this high-risk transit were discussed, as well as the role of the USN embarked security team.

CAPE RISE – CHIEF MATE J. HAUCK – CHIEF ENGINEER H. YARBROUGH – JULY 27, 2010

- Emergency drills held since last meeting were reviewed and recommendations for future drills and training were made. Chief Mate donned an SCBA with bunker gear and went on air to demonstrate use. Reviewed associated protocol for donning an SCBA, signals and communications.
- Discussed working in very hot weather and recognizing the need to hydrate often and move to air-conditioned space if becoming too hot on deck or in engine room.

DELAWARE TRADER – CAPTAIN C. CHAPMAN – CHIEF ENGINEER E. SORESCU – JULY 26, 2010

- It was pointed out that UHF radio batteries are not to be changed on the open deck due to sparking hazard.
- Discussion of mooring line safety – possible snapback danger – more emphasis on maintaining situational awareness regarding possible parting lines.

ROY M. WHEAT – CAPTAIN J. MATTFELD – CHIEF ENGINEER – R. CRIDER – JULY 16, 2010

Deck Department reviewed QSAF-226 Safe Mooring. Chief Mate and Master reviewed procedures and reminded all there is no need to rush and also that high levels of stored energy are present as soon as mooring lines come under tension. All hands reminded that constant tension winches will be in use and that they are subject to start without warning. Areas will be cordoned off and marked for all.

Engine Department reviewed QSAF-380 which references use of grinders, both fixed and portable, and awareness of activity around the user and persons passing by. Chief Engineer reiterated the need for all hands to take part in safety awareness and assist in keeping an eye on vendors and others who may be aboard and performing unsafe acts. The procedure to deal with this was discussed.

ARTHUR M. ANDERSON – Captain J. Hooker – Chief Engineer S. Thompson – June 23, 2010

- We received several Near Miss Reports, which have resulted in positive resolution. Among them, we discussed the hole in the CN Duluth BMRF hopper that has been repaired and a deteriorated grating in the unloading tunnel that was also repaired.
- The committee heard about additional “spongy” gratings in the loop.
- The Safety Rovers gave their report to include an observation that crewmembers are not using the outboard side of the ship in all circumstances when at docks.
- Reviewed the highlights of SQE Meetings received from other ships within the Fleet.

CASON J. CALLAWAY - Captain M. Merrick - Chief Engineer R. Duncan – June 29, 2010

- Tunnel Headset experiences occasional problems when communicating with crew on deck.
- The #3 and #4 winches have been acting very sluggish and on occasion pay out and heave without crewmembers present.
- When unloading in the tunnel, crewmembers are to keep a careful watch to ensure that the tunnel belt is not over-loaded.
- The Safety Rovers submitted a total of 40 behavior based and conditioned based observations to include: A 10# gas tank to be removed at the Soo was put on top of a stack of 4 milk crates, it was unsecured and susceptible to tipping and perhaps able to have the valve neck bread off. The chain through a washer on the windsock weight will cut through the hole drilled in the washer. This could cause the pointed weight to fall and hit a crewmember. Both conditions were corrected immediately.

PHILIP R. CLARKE - Captain K. Connolly - Chief Engineer J. Bellmore – June 26, 2010

- Garbage burning detail has been going very well. Crew doing a good job keeping dangerous items segregated.
- When handling cables on the dock, the deckhands were reminded to get a good grip on the cable, to stay clear of the bight and keep out from between the shipside and the wire. And to always, always keep an eye on the winch operator for his signal to grab cable, and not to do so before getting this OK.
- EEBD boxes in tunnel and Engine Room should be stenciled to show contents of the box, one crewmember stated it looks like just another ordinary toolbox.
- Reported 28 observations from the Safety Rovers which included: “went through boiler chemical MSDS sheets and found a few were missing, ‘will contact NALCO’”; “office person came on to work, had helmet on but not proper foot wear.”

JOHN G. MUNSON – Captain A. Gapczynski – Chief Engineer A. McGinn – June 30, 2010

- Reviewed G.I.M. No. 2911, “Request For Medical Attention – Revised Form 406”
- A comment from the Engine Department suggested additional ladders, which will eliminate transferring ladders up or down two to three decks in order to position them to where they are needed.
- Observations by the Safety Rover included tools left on deck during repairs to the hatch crane and the stern wire not wrapped up on the drum when finished. Both conditions are preventable tripping hazards.
- A Safety Rover found oil drums blocking a fire station.

PRESQUE ISLE – Captain T. Bellmore – Chief Engineer S. Roane – July 26, 2010

- During a recent fire drill, a demonstration on how to use AFFF foam was held on the stern of the tug using soapy water as a foam substitute.
- During transits when the ship is taking spray over the bow AB'S are to open the bow winch drip pan drain to prevent contaminants from going overboard.
- Observations by the Safety Rovers included: a crewmember carrying a package up the boarding ladder instead of using the parcel bag (this was addressed at the time and corrected); the DEU'S were using the STBD machinery space scuttle hatch to lower barrels of oil to the lower deck, although they did use all the proper equipment and technique for the lift it was observed that the safety latch on the scuttle hatch was not in place. This was brought to their attention and the safety latch was engaged before continuing.
- It also has been observed that any crewmember witnessing a potential unsafe act or condition (must) stop whatever it is they are doing in order to address the hazard and correct the situation.

EDGAR B. SPEER – Captain D. Rentschler – Chief Engineer A. Pitrago – July 6, 2010

- Bulb and Socket in thruster trunk noted in June's meeting has been repaired.
- Discussed food safety to include proper food storage and refrigeration.
- Gift cards that may be redeemed at Home Depot were passed out to the ship's crew for their 2 year AFD/PFD Safety Award.
- Safety Rover observations included: winch platforms painted white for visibility and safety awareness & the safety and security of engine spaces is generally in fine order.

JOHN G. MUNSON – Captain A. Gapczynski – Chief Engineer G.M. Hartley – July 14, 2010

- The crew was complimented for reaching the milestone of operating 3 years without a lost time accident and 1 year without a pollution incident.
- A MARSEC drill was conducted by simulating a possible stowaway onboard. Teams of three swept the vessel with instructions on the proper procedures to follow when encountering stowaways.
- A discussion was held on the use of excessive grease when servicing equipment. Only the minimum amount of grease necessary should be used with any excess being immediately cleaned up to prevent a slipping hazard.
- Observations by the Safety Rovers included the following: Scarp idlers and return rollers were found directly below the tunnel emergency escape ladder. The area was immediately cleared of obstacles. Following mooring operations the winch control guards were not lowered into the correct position.

WELL DONE – M/V CAPE RACE



CAPE RACE welcomes summer youth camp group – Portsmouth, VA – June 23, 2010

Several months ago, retired Federal Judge Jim Bradberry approached Captain Pat Wright about having a group from a summer youth camping program visit the CAPE RACE. Judge Bradberry and the Episcopal diocese of Eastern Virginia have sponsored the camp for disadvantaged teenagers whose parents have serious health issues along with the attendant financial consequences, with the intent to give them respite and to broaden their horizons. Captain Wright and the crew welcomed the campers to the CAPE RACE on June 23, 2010 and gave the group a tour of the ship and showed a video from one of the voyages to the Persian Gulf.

We especially thank and commend Chief Steward Roslyn Johnson and Bosun Gerald "Mack" McIntyre who spoke to the campers and related to them their own personal struggles to overcome disadvantages in life in order to achieve success. These stories resonated with the group and provided a wonderful and inspiring example.

Richard Goldthwaite, Marine Surveyor, U.S. Maritime Administration, sent a detailed memo to the CAPE RACE thanking Captain Wright and the CAPE RACE team for inviting him to the vessel when the campers were there. As Rick Goldthwaite said in his memo which we quote in part, "I was impressed in knowing that professional mariners, such as yourself, Roz (Chief Steward), and Bosun were taking the time to show a group of very impressionable children that hold the future for us all and introducing them to what you "do" for a living. I think what impresses me the most is that these children, as disadvantaged as they are in our social world, still have the indomitable spirit to be surprised and dream "what if"...but this is a key result of the professionalism and expertise that CAPE RACE emulates at every task and event. I am a true advocate that the American Public needs to be educated on what the American Mariner and American Shipping Industry accomplishes day to day. It's an honorable profession that offers opportunity for strength in leadership and personal potential that can bring even those from the bottom of the social ladder to the top. Thank you for letting me be a bit player and observer. It was a part of my day that made me smile."

We salute Captain Wright and the CAPE RACE team in Portsmouth, Va. for extending themselves with their usual warm hospitality to these young men and women.

JOHN G. MUNSON SAFETY COMPLIMENT

April 23, 2010

Captain Gapczynski and Chief Hartley
JOHN G. MUNSON

Congratulations to your crew. Their safety consciousness has made a positive impression on a very important business partner, but more importantly it reveals their commitment to safety. We are pleased to share this note from one of our key customers.

Please pass this along to the Master on the JOHN G. MUNSON. Yesterday, 4/22/10 we were loading her. I saw 3 different "boat crewmembers" stretching their legs/ taking a walk ". As you know, a couple of years ago we had this push on for all boat guys doing this to wear the proper PPE (personal protective equipment). Each one had it on. I even stopped one of them out along the plant road and thanked him for wearing it. It's refreshing to see that the boat company is helping us with this. One less worry on my part. "A pat on the back to the MUNSON and its crew from me. "

Thanks,
Plant Manager

WELL DONE CAPE VICTORY – CAPE VINCENT ONE YEAR MILESTONE MARAD BEAUMONT RESERVE FLEET

This "Bravo Zulu" is issued to Keystone Shipping in their role as the Ship Manager for the CAPE Vs for their effort and participation in making the pilot project of outporting the CAPE Vs in Beaumont Reserve Fleet (BRF) a great success. Keystone Shipping Co. has played a key role in making this project a success and thereby reducing MARAD cost substantially. All involved, namely the crew onboard the CAPE VICTORY, CAPE VINCENT, Port Engineer Richard Tammaro and all those involved in the shore office, especially Captain Louis Cavaliere, are appreciated and congratulated for their outstanding work.

George Kochuparampil
Marine Surveyor
US Maritime Administrator
August 16, 2010

USNS ROY M. WHEAT JACKSONVILLE, FL – JULY 27, 2010 DONATES THOUSANDS TO A FUND FOR INJURED MARINES AND SAILORS

We are pleased to pass along an article that will soon appear in the MSC Sealift magazine.

"The civilian contract crew and other civilian contractors working aboard Military Sealift Command Maritime Prepositioning Force ship USNS LCPL ROY M. WHEAT donated \$8,575 today to assist Marines and sailors wounded in the line of duty. The ship operating company (Keystone Shipping Co.) that employs the crew also contributed to this donation.

WHEAT - a noncombatant cargo ship - operates exclusively for the Marine Corps and is typically deployed in the Eastern Atlantic Ocean and Mediterranean Sea carrying food, fuel, tanks and a range of other equipment and supplies ready for rapid delivery to Marines ashore if needed. WHEAT's crew of 27 civilian mariners work for a private ship operating company under charter to MSC. An additional five contractors working for the Marine Corps are also assigned aboard Wheat, maintaining the Marine Corps equipment carried in the ship's cargo holds.

"WHEAT is a special ship, and there is a special bond between the crew and the Marine Corps," said Capt. John Mattfeld, WHEAT's civilian master. "This donation is to show support for our troops fighting overseas and to demonstrate our gratitude for their service." The Injured Marine Semper Fi Fund will receive the money. It is a nonprofit organization that provides financial assistance and support to Marines and sailors injured in the line of duty after Sept. 11, 2001, and their families.

Members of WHEAT's crew and contract maintenance department personally donated \$2,175 to the fund. The crew also gave an additional \$1,225 from the ship's welfare and recreation fund that could have been used to purchase entertainment equipment on board, and a \$3,000 bonus, which was awarded by the ship operating company for three years without a pollution incident. The company also donated an additional \$2,175.

"Their gracious decision to donate these funds to help wounded service members and their families is not only indicative of their professionalism and dedication, but is also very much in line with the spirit of their ship's namesake Lance Cpl. Roy Wheat," said Marine Corps Col. Steven Peters, commander, Marine Corps Support Facility Blount Island in Jacksonville, Fla., where WHEAT is currently pier-side while the Marine Corps conducts maintenance on its equipment. The checks were symbolically presented to Peters in a small ceremony July 27.

WHEAT's crewmembers have donated their wages to the Injured Marine Semper Fi Fund in previous years, most recently in 2007. The crews of MSC Maritime Prepositioning Force ships USNS 1ST LT HARRY L. MARTIN and USNS 1ST LT JACK LUMMUS have also made similar contributions. WHEAT is named in honor of Marine Corps Lance Cpl. Roy M. Wheat, who died in 1967 during the Vietnam War and was posthumously awarded the Medal of

Honor for sacrificing himself to save the lives of three other Marines.

MSC operates approximately 110 noncombatant, civilian-crewed ships that replenish U.S. Navy ships, conduct specialized missions, strategically preposition combat cargo at sea around the world and move military cargo and supplies used by deployed U.S. forces and coalition partners.

Laura M. Seal
Public Affairs Specialist, U.S. Navy's Military Sealift Command"



From left to right: Capt. John Mattfeld, WHEAT's civilian Master; Harold Frydenlund, a Marine Corps contractor working aboard Wheat and a retired Marine; Col. Steven Peters, Commander, Marine Corps Support Facility Blount Island in Jacksonville, Fla.; Bob Crider, Wheat's civilian Chief Engineer; and Louis Cavaliere, General Manager of Government Contracts, Keystone Prepositioning Services, Inc., the private shipping company under charter to MSC for WHEAT's operation. Members of Military Sealift Command Maritime Prepositioning Force ship USNS LCPL Roy M. Wheat's civilian contract crew and other personnel who work with and aboard the ship present checks totaling \$8,575 to a representative of the U.S. Marine Corps. The money will be donated to the Injured Marine Semper Fi Fund, which assists Marines and sailors wounded in the line of duty since September 11, 2001 and their families.

SAFE RIGGING

Mike Parnell, President of Wire Rope and Rigging Consultants, has addressed the Keystone / Key Lakes group at our most recent conferences in Tampa and more recently in Destin, FL.

To reinforce our emphasis on safe rigging practices throughout the fleet, we supplement Mike's excellent presentations with these quizzes, which were gleaned from Mike's "Rigging Mysteries".

WIRE ROPE SLING REMOVAL CRITERIA

Match The Description Below With The Removal Criteria At The Right.

1. _____ An action that results in deformed and flattened wires and strands.
2. _____ Localized heat damage.
3. _____ A sudden release of load tension which causes the strands and/or the core to recoil away from the centerline of the wire rope.
4. _____ Unknown rated capacity.
5. _____ Minimum length of whole rope between fabrication points, for an eye & eye type sling.

Removal Criteria

- A. Birdcage
- B. Weld spatter
- C. 10 rope diameters
- D. Corrosion
- E. Missing or illegible identification
- F. Sleeve metal loss
- G. Crushing



OLD RIGGING SAYINGS

Match the missing word with the old tested, tried and true sayings about rigging.

1. Never saddle a dead _____.
 A) cow
 B) horse
 C) log

(This statement refers to properly applying wire rope clip hardware when forming an eye.)

2. Never stand in the _____ of the line.
 A) outside portion
 B) visual distance
 C) bight

(This is a caution to riggers when using winches and blocks to pull horizontally. If the load is snagged and the winch keeps pulling, a rigger can be injured due to rigging failure, if standing in the immediate winch line area.)

3. When placing multiple slings in a rigging shackle, the shackle should be placed on the crane hook with the _____ up.
 A) right ear
 B) bail
 C) pin

(This correct method prevents the slings from pulling down and away from the shackle ears and pin.)

4. Never _____ a choker hitch.
 A) lift up
 B) beat down
 C) tighten

(This helps prevent creating an excessive amount of sling body tension inside the choke.)

5. When rigging a choker hitch and connecting the sling's lower eye to the sling body with a shackle, the shackle _____ should be in the eye.
 A) pin
 B) bail
 C) left ear

(This method prevents spin-out of the shackle pin from sling body contact and tightening.)

TURNBUCKLE REMOVAL CRITERIA

Match the description below with the removal criteria at the right.

1. _____ Components which are permanently stretched.
 2. _____ A pin that has been worn to 88% of its original diameter.
 3. _____ The body has been deformed due to side-pulling.
 4. _____ The shank portion which rotates into the body, jams due to deformed surface material.
 5. _____ Unknown manufacturer.

Removal Criteria

- A. Missing or illegible identification
 B. Bent or twisted
 C. Elongation
 D. 10% reduction of cross-section
 E. Corrosion
 F. Missing lock nuts
 G. Damaged threads.



Answer Keys to Mike's Rigging Mysteries:

Wire Rope Sling Removal Criteria:

- 1.) G
 2.) B
 3.) A
 4.) E
 5.) C

Old Rigging Sayings:

- 1.) B
 2.) C
 3.) C
 4.) B
 5.) A

All puzzles contributed by the ITI/Bookstore, Mike's Rigging Mysteries

Turnbuckle Removal Criteria:

- 1.) C
 2.) D
 3.) B
 4.) G
 5.) A

ROADSIDE ASSISTANCE – HOW TO AVOID INJURY IF YOUR VEHICLE BREAKS DOWN

What's Your 'Flight Plan'?

NSC FAMILY SAFETY & HEALTH / Summer 2010

Before a road trip of any sort, drivers should file a "flight plan" to inform family members and others about their travel destination and intended route. "Your GPS might know where you are, but do *you* know where you are?" asked James Solomon, director of the National Safety Council's Defensive Driving Courses program development and training. The flight plan should include possible stops drivers might make along the way and contact information for the car rental agency and hotel.

Drivers can prepare for vehicle breakdowns by carrying a cell phone and equipping their vehicle with an emergency kit. Emergency kits should include:

- A working flashlight and extra batteries
- Reflective triangles and white colored cloth
- A compass
- A first aid kit with necessary medications
- Scissors and string/cord
- Water
- Nonperishable, high-energy foods such as unsalted canned nuts, dried fruits and hard candy
- Jumper cables

In addition, during winter months, survival kits should include:

- A bag of abrasive material, such as salt or sand, in case the car gets stuck
- An ice scraper and snow brush
- Exterior windshield cleaner
- Wooden stick matches in a waterproof container
- A shovel
- Blankets and warm clothing, such as mittens and hats
- Emergency flares
- Tow and tire chains

SET A SAFE EXAMPLE FOR THE NEW CO-WORKER

Chevron Safety Bulletin – July 2010

Every one of us was the new person on the job at one time. Do you remember what it was like? You were relieved that you finally found a job. You were scared that you would mess up. Everyone else seemed so confident and so sure of themselves. You wanted to impress that boss about how fast you could work, and how quickly you could catch on to the routine.

The first few weeks at work in a new place is tough. You can be the butt of jokes – sent to find a can of red taillight fluid or checkered paint. You can be left on your own to learn things the hard way, by co-workers who don't think they have any responsibility toward you. Company training programs can give the basics of safe work practices, but there is no substitute for experience. You, the more experienced worker, can easily pass on some of your hard-earned knowledge to new workers.

Most of us get through the first few days or weeks on the job without an accident or injury – maybe nothing worse than feeling silly a few times. Some new workers aren't so lucky. For them their new job becomes their last job – ever. They are severely disabled or even killed in a workplace incident.

Here are some real-life tragedies having involved inexperienced workers:

- A student was working in a bakery, not as a career, but to support his university education. He made a wrong move near a slicer. It cost him his hand!
- An apprentice electrician was wiring a panel for a piece of machinery in a pulp mill. His arm brushed a live wire, and he was instantly electrocuted. Some of the factors contributing to this fatal incident were his unfamiliarity with his new work environment, his inexperience, a lack of training, a lack of supervision and his failure to understand company lockout / tagout procedures.
- A new helper on a mining exploration crew was wearing the wrong kind of footwear for climbing on the rock face of a mountain – he was wearing steel-spiked logging boots. No one noticed the boots until it was too late. It was after he had slipped and fallen 300 feet down a cliff to his death.
- Another university student was working in a mine as a summer job. He was older than the average student, and had previously worked in another industry, so his co-workers tended to treat him as a peer rather than a student trainee. They neglected to point out his unsafe work practices. He simply didn't know as much about safety procedures as everyone thought he did. He died a horrible death by being sliced to pieces by an ore carrier moving through a mineshaft.

So what does all this have to do with you, the experienced worker? We are all responsible for everyone else's safety – it's that simple. **If you see a new employee working unsafely, it is your responsibility to do something about it.** You can approach him yourself and show him the safe way to do things. Or you can speak to your supervisor about it.

And here is the very best thing you can do to help the new worker – set a safe example. The new person looks up to you and he is going to adopt your attitudes and your habits. Wear your PPE and use safe work practices. You might save that new worker's life.

NEAR MISS INCIDENT REPORTS

Near Miss Reports (KSC Form 620; 2/04) provide some very useful issues to discuss and consider as you go about your tasks aboard our vessels and ashore, as well. Space does not allow us to print all the near misses we have received. This sample will provide you with an idea of what should be reported and potential benefits we can gain from them. We thank everyone who submitted the near misses mentioned below, as well as those that we were unable to fit into this article. Please continue to submit Near Miss Incident Reports so that we can share any significant Lessons Learned. Through the help of all of our vessels, we have witnessed an increase in Near Miss Reports. Near miss reporting plays an integral role in eliminating injuries and environmental incidents. We expect 100% participation from all vessels, which means, as a minimum, a near miss for each month of service during the year for all of our vessels. (Twelve near misses minimum in 2010 for Keystone vessels, and a minimum of ten near misses in 2010 for the Key Lakes vessels.)

NEAR MISS INCIDENT REPORTS		
INCIDENT	KEY FACTOR(S)	PREVENTATIVE MEASURE
While cleaning the sewage treatment room to prepare for deck scaling, the GVA cleaned the deck and then sanitized with bleach. After cleaning was completed, man attempted to enter the space to scale deck but fumes were too strong.	The fumes from the high concentrated bleach solution were dangerous because ventilation is slight inside the MSD room, bleach was not diluted with enough water and inadequate exposure given to crewmembers using chemicals and cleaning fluids.	Immediately placed blower in doorway to circulate air and ventilate space. Instructed to ventilate space adequately before entering. Chief Engineer instructed man not to use concentrated solution of industrial strength cleaners but to cut them with water according to the manufacturer's instructions on container. Always add cleaning solution to bucket of water not to add water to a bucket of solution. Instructed to use PPE (gloves, goggles, ventilator) when handling chemicals. Perform instruction and guidance to all crewmembers during monthly safety meeting; QSAF-142 and QSAF-302.
While exiting the cabins at night, the Bosun nearly ran into fueling station box that was constructed during winter lay-up. The box is of all metal construction rising waist high from the deck and is painted in primer color only. There are two boxes; one on the port side and one on the starboard side of the tug.	No contrast between the metal box and surrounding deck colors. This makes it harder to see the edges of the boxes at night or in the rain.	Paint leading edges high visibility yellow and accent with reflective tape.
During a routine operational test of the rescue boat, the self-righting unit CO ₂ was inadvertently released.	The unprotected link between the CO ₂ valve and release cable became snagged causing a release.	Install a protective guard over the release cable link to prevent further accidents.
Inspection of lifesaving equipment revealed the international shore connection fitting is stored in a box at the manifold connection on the starboard side. To access this fitting, it is necessary to remove 6 screws with a Phillips screwdriver to open the box. In the event of an emergency it is vital to be able to set up the connection quickly and not be encumbered by searching for tools and struggling to open the box.	Poor system of storing connection and securing box.	Store connections port and starboard in the open on bulkhead above the manifold. Label with appropriate IMO signage.
Supplies in storeroom stacked up against dryer vent piping inviting possible fire hazard.	Storing combustible material against vent piping.	Store only noncombustible supplies next to vent piping. Install shielding around piping but leave easy access to piping for cleaning.
Crewmember observed to be walking backwards towards open hatches while tying the vessel to dock.	Crewmember not aware of surroundings and observed to be walking backwards in the vicinity of open hatches while the vessel was involved in mooring operations.	This instance will be discussed at the next SQE meeting and all crewmembers will discuss being aware of their surroundings, as well as the dangers of working around open hatches.
On June 4, 2010, the 3 rd Engineer making afternoon rounds discovered minor flooding in the forepeak. The anchor washdown line was holed due to internal wastage and filled the aft end of space with 6 inches of water. He called for assistance from the Bosun and AB. They entered the space to determine the cause and then called the engine room to secure fire pump. The electrician then confirmed that the electrical equipment was all de-energized and the space was safe to work.	Washdown line in use for fire main pressure relief (SOP) was aged and internally corroded causing it to fail and spray water on a de-energized winch power panel.	Electrician should have been called first on discovery of water to confirm space was not live. No one was ever in jeopardy, however, the potential for danger should make us all aware of a safer notification and response process in emergencies.

<p>As 2nd Engineer entered the machinery space, he noticed an unlicensed crewmember using the floor mounted pedestal wire wheel. Looking closer, he noticed the crewmember was cleaning a paint scraper with one of his hands wrapped with a white rag, which hung about a foot below his hand. 2nd Engineer quickly stopped the crewmember and told him to remove the rag from his hand and explained the safe job procedures, which include no loose fitting clothing or material around the area of turning equipment.</p>	<p>Lack of attention to safe job procedure and common sense.</p>	<p>Reviewed safe job procedures.</p>
<p>A crewmember was welding and cutting pipe with a chop saw for a project in the machine shop. The crewmember had a welding helmet on with the dark protective lens while he cut the pipe with the chop saw. This limited his field of vision so that he did not notice a stream of sparks from the chop saw was directed to a cardboard box directly behind the chop saw eventually causing the box to smolder! The crewmember doing the work smelled the smoke and extinguished the would-be fire by placing the box in a nearby utility sink and dousing it with water.</p>	<p>Failure to perform job hazard analysis and not taking the time for safety. Also using the wrong PPE for the actual task.</p>	<p>All aboard at the morning meeting and at the SQE meeting discussed this incident. When using a chop saw with an abrasive wheel, a clear face shield along with clear safety glasses should be used, not a welding hat. Signage has been placed on the chop saw reminding users to ensure that there are not flammable items in the vicinity of the spark stream.</p>

ISO 14000 OBJECTIVES AND TARGETS FOR 2010

- 1-10 **Objective:** Maintain an Environmental Management System to ISO 14001 standards. (Champion-J. Watters)
Update: In the first half of this year the USNS FRED W. STOCKHAM, CAPE VINCENT, CAPE VICTORY, CAPE RACE, CAPE RISE, CAPE RAY and CAPE KNOX have been audited by ABS. The Cape Vessels are audited for ISM Certification only.
- 2-10 **Objective:** Reduction of company paper use. (Champion-J. Watters)
Update: For the first half of the year our total usage in the combined Keystone Fleets and Key Lakes Fleets and in our Duluth and Bala Cynwyd offices has been 121 cases. Last year the paper use was 133 cases. This is a decrease of 9% above last year.
- 3-10 **Objective:** Regulated disposal of batteries. (Champion-I. Boshes)
Update: We recycled 22 buckets from January 1, 2010 through June 30, 2010. In 2009, we collected 42 buckets of batteries for the entire year. Let's continue this positive recycling trend.
- 4-10 **Objective:** Ballast Water Management – Sediment Accumulations. (Champions-B. Fernie and C. Gabrielson)
Update: All vessels are reminded to conduct the required ballast tank sediment inspections as required by QPOL-150 as tanks are available. Vessel staff are also reminded to periodically review their vessel specific Ballast Water Management Plans. NPDES records continue to be reviewed as part of the annual MSS audit process. We have observed some minor omissions in the recordkeeping on a few vessels that is in the process of being corrected. All in all, the NPDES recordkeeping has been maintained to a high standard.
- 5-10 **Objective:** To Prevent Water Pollution from Marine Sanitation Device Discharge (Champion-V. Urbani)
Update: International Sewage Regulations (MARPOL ANNEX IV) entered into force January 1, 2010. USCG has issued NVIC 1-09 for obtaining a Statement of Voluntary Compliance to Annex IV regulations. Keystone continues its efforts in this area.
- 6-10 **Objective:** Management and Recycling of E-Waste (Champion - Ms. Maryann Specht)
Update: In 2010, with your help, we continue to recycle e-waste safely.

ANNOUNCEMENTS

M/V CAPE VINCENT ANNOUNCES RETIREMENT OF BOSUN DARRELL SUTTON



Left to right: 2nd Asst. Engineer Ralph Barber, Electrician Willie Sam, GVA Alvin Clark, Bosun Darrell Sutton, Chief Mate David Scott, Chief Engineer Luis Quinones, 3rd Asst. Engineer Danny Colon, 1st Asst. Engineer William Winchenbach and AB Leon Satterthwaite (behind Mr. Winchenbach)

We say congratulations and best wishes for a very long and happy retirement to Darrell Sutton, Bosun onboard the CAPE VINCENT. Mr. Sutton retired on July 7, 2010 after 50 years of seagoing experience. We all wish Darrell smooth seas and a following wind.

Extra Extra!! New Addition to Law Household!! Congratulations to Chief Officer Jason Law (MV DELAWARE TRADER) and family on the birth of Gibson Joseph Law. Gibson was born on April 27th and weighed in at 8 lbs. 8 oz. and was 20 inches long. Much happiness to mom and dad as they welcome their new son.

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 November 15, 2010.
Please submit all items to Ms. Stella Delia, sdelia@keyship.com "Safety Line Submission".

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



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