

SAFETY LINE



KEYSTONE MANAGES THE NS SAVANNAH

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We are pleased to announce that we have signed an Agreement with Radiation Safety & Control Services, Inc. (RSCS) for Keystone to provide ship husbandry and mariner maintenance staff requirements during their execution of the Nuclear Ship Savannah Decontamination and License Termination (NSS DECON-LT) contract with MARAD.

The U.S. Department of Transportation (DOT), acting by and through MARAD, holds a U.S. Nuclear Regulatory Commission (NRC) license to “possess but not operate” a mothballed, defueled, 80MWth pressurized water nuclear reactor and power plant located onboard the vessel. The NRC license is bounded by the outer perimeter of the vessel, such that all operations and retention activities onboard are subject to inspection and oversight by the NRC. The license remains in effect until facility decommissioning is completed, and confirmatory surveys permit it to be terminated.

In accordance with the NRC license and MARAD’s Post Shutdown Decommissioning Activities Report, NSS is maintained to a baseline condition of protective storage. This work is characterized by maintenance of a radiological protection program to safeguard workers and the environment; active surveillance, monitoring and maintenance of the nuclear facilities housed onboard the ship; and custody, staffing, and maintenance (together referred to as husbandry) of the ship as the primary physical boundary and protective barrier of the licensed site. Furthermore, the NSS is a National Historic Landmark (NHL) of the United States. MARAD is responsible for ensuring that all work activities on the site conform to requirements stemming from the National Historic Preservation Act of 1966, as amended (NHPA), and relevant historic preservation regulations and executive orders.

Keystone was originally awarded a General Agency Agreement with MARAD to manage and husband the Nuclear Ship Savannah (NSS) in 2006. Keystone ship husbandry of the NSS from 2006 – 2013 was the first of its kind, as the vessel came back in the hands of MARAD after bankruptcy of the museum efforts in Charleston, SC. This project paved way for the current husbandry efforts required on all nuclear ships today. Keystone’s management team and their decommissioning staff - including a Savannah Technical Team Business Manager, Quality Assurance Manager, and Nuclear Advisor - wrote the process, Savannah Radiological Emergency Assistance Team (SERAT), and SAFSTOR documents that reside on the vessel in original or revised form today.

Keystone’s NSS husbandry services included providing administrative support, a dedicated Port Engineer, a cadre of qualified nuclear specialists, and a maintenance staff of accredited merchant marine personnel to perform routine maintenance, repairs, and varied duties for the preservation and presentation of the vessel in support of its status as a national historic landmark. Keystone’s initial involvement with the NSS included husbandry of the vessel in the James River Reserve Fleet (JRRF). Subsequently, Keystone handled a ten-year dry-docking of NSS at NORSHIPCO, during which Keystone brought the vessel back under ABS class as a barge. Upon re-delivery of the vessel from NORSHIPCO, Keystone towed the ship to the current berth Baltimore, MD after negotiations and berth surveys with the berth lessor. At the lay berth, Keystone arranged for the utilities and services such as shore power, water, sewer, guard service, and alarm service, and prepared a severe weather plan for the ship and its crew. The Keystone Port Engineer subcontracted industrial assistance for vessel repairs in support of class, enhancements in support of the national historic landmark preservation efforts, and preparations for the future decommissioning of the nuclear reactor and related components.

We are proud of this new opportunity to return the Keystone company flag on the NSS, and we look forward to working with RSCS on this important project.



NS Savannah homeported in Baltimore, Maryland



MARITIME INCIDENT RESPONSE TEAM (MIRT)

TRAINS ON CAPE RACE

The Maritime Incident Response Team (MIRT) held training on board M/V Cape Race on 20 May 2021. Over the years, the Cape R's have been an excellent training resource for regional fire fighters. This year's participants came from as far away as Michigan.

At 0900, the training kicked off with approximately 90 fighters and 25 instructors assembled on board for the exercise. The participants divided into four groups to partake in activities; which included a simulated engine room fire, supplying water to the fire main by rigging the international shore connection, familiarization of ship's structure, and stability issues related to fire fighting.

To make training as realistic as possible, the Engine Room fire consisted of fire teams entering a smoke filled ER with lights extinguished. Fire teams entered the space with SCBAs on air with special training hoses that utilized a laser nozzle that when pointed at the electronic simulated "fire," the fire would extinguish. But if errors were made, the fire would continue to build. This training was extremely beneficial to the fire fighters, since most have never been on a ship and were new to overcoming these barriers exclusive to ships.

The groups also experienced the logistics of supplying water via the international shore connection. Fire fighters connected the shore connection to one of the ship's fire stations. First, fire teams used the ship's emergency fire pump to supply water. Then they simulated a loss of power to the pump requiring them to switch over to the shoreside pump truck on the pier taking suction from the Elizabeth River.

The fire fighters were exposed to structural differences of shipboard fire fighting versus shoreside fire fighting. A pilot ladder was rigged in the hold to simulate boarding a ship from the offshore pilot port. Each group was provided a copy of the ship's fire plan and instructed to locate certain spaces, and determine a strategy to combat a fire for each space; while considering all the options available on the fire plan.

A power point presentation was presented detailing issues related to stability of the vessel, while fighting a fire. Most of the fire fighters had very limited exposure to floating platforms. Obvious to the mariner, but maybe not to the shoreside fire fighter, the use of copious amounts of water into spaces may affect the stability of the vessel adversely and must be monitored continuously.

At approximately 1530, the exercise concluded after 4 sessions and a noon break for lunch, provided by a local caterer for both fire fighters and Cape R crewmembers. The MIRT were very thankful to be provided with this important teaching platform and looked forward to more events in the future. Many shoreside fire fighters rarely, if ever, receive an opportunity to receive realistic shipboard training. This experience will assist in their ability to support the ship's officers in emergency situations.

The Cape Race was pleased to host the event and look forward to future training opportunities for our country's first responders.

Written by: Daniel MacLean, Chief Mate, Cape Race



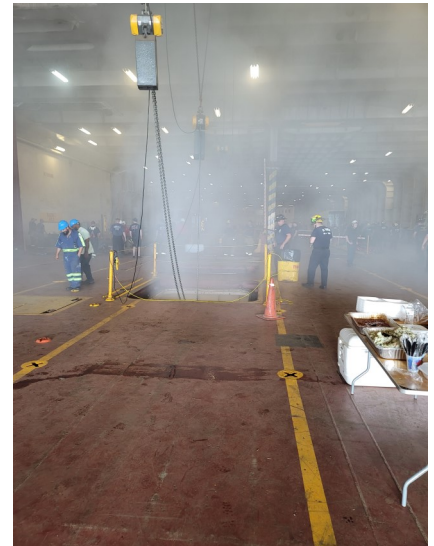
Opening Safety Meeting



Shoreside Fire Main Supply Truck



Fire Teams Entering Engine Room



Ventilating Engine Room Space

TIS THE SEASON - AUDIT SEASON THAT IS

Crews of the Cape Domingo, Cape Ducato, Cape Decision and Cape Douglas in Charleston, SC suit up, dress out and show off their emergency preparedness skills to ABS auditors and USCG inspectors during their recent ABS ISM SQE renewal audits.

A job well done and thank you to all crew members for contributing to these successful audits.



Team Leader on Cape Decision inspecting fire fighters prior to departing for scene



Cape Ducato executing a SOPEP drill for ABS & USCG, as part of the ISM Audit



ABS & USCG Inspecting Mooring Gear with the Chief Engineer and Chief Mate of Cape Ducato

AROUND THE KEYSTONE FLEET



The crew of the Rocketship and sponsors from ULA are all smiles as they load cargo in Decatur, AL



Crew of the Presque Isle model the new Power Air Purifying Respirator (PAPR)



While upbound the St. Clair River, Edwin H. Gott conducts touch-and-go boarding training with the Canadian Coast Guard



SUMMER ARRIVES IN DULUTH, MN



Edgar B Speer loading in Duluth, MN at the CN ore dock.

They loaded approximately 63,079 gross tons of taconite pellets for Conneaut, OH.



HireForms: A New Way of Crew Onboarding

Keystone is in the process of transitioning to a new and more efficient way of completing the onboarding process for our mariners. This electronic system called "HireForms" has been used very effectively by the Great Lakes Fleet for more than a year. Each new crewmember who is assigned to a vessel will be sent an email to create an account. Once they do, all of the required sign on paperwork will be able to be filled out electronically and submitted to the payroll and personnel departments before they even step foot on the vessel. This will remove the burden of sign-on paperwork for the Captain/Chief Mate going forward. Additionally, we will be setting up accounts for all current permanent crewmembers where you will have the ability to do many different things such as update your payroll information and submit various trainings with a few clicks. This electronic system will be particularly useful during Activations in the MARAD fleet where time is of the essence. Please keep an eye out for an email in the near future on more information. Below is a screenshot of the employee dashboard on the HireForms website.

KEYSTONE SHIPPING CO.

Messages Tasks Employee Dashboard Employee Information Fill Out Forms Form History Help Account

Home / Employee Dashboard

Employee Information Forms Upload Files Company Information

Welcome to the New Employee Dashboard!
The new employee dashboard is your home for viewing and accessing everything HireForms.
The menus listed on the top of the page are designed to display your important information and allow you to quickly navigate to the areas of HireForms in which you need to work.

HireFORMS Need Help? Search the FAQ here Go Common Employee Questions

SAVE THE DATE!

KEYSTONE 2022 OFFICER'S SEMINAR NOTIFICATION

The COVID-19 pandemic paused all major gatherings across the world in 2021. But we are excited to announce the Keystone's 2022 Officer's Seminar will be held **Monday, February 7th through Thursday, February 10th, 2022** at Lido Beach Hotel in Sarasota, FL! Please stay tuned for invitations and scheduling information.

As always, your input is needed!!! Each year, the Seminar is very informative and it wouldn't be that way without the input and suggestions from the fleet. This includes not only topics for discussion, but recommending speakers you may have heard in the past that you thought did a great job, as well as, anything you can think of that would make this week-long Seminar more effective and enjoyable.

If you have any suggestions, please e-mail the Marine Personnel Manager, Mr. Frank Pierson, at e-mail: fpieron@keyship.com.

We look forward to another successful Officer's Seminar!



DESIGNATED PERSON ASHORE: Who, What, Where, When & Why?

DESIGNATED PERSON (DP) – DAVE CARROLL



The Designated Person Ashore, also known as the DPA, is the person ashore appointed by the Company under its Safety Management System, having direct access to the highest level of management at any time. This link between the Company and vessel personnel provides safety concerns to be addressed by upper management in a timely manner.

The responsibility and authority of the DPA includes, but is not limited to, monitoring the safety, security, and pollution prevention aspects of each vessel's operation and ensuring that Company crews operate in the best interest of safety and efficiency, including compliance with the Company's Safety Management System.

The DPA is available for contact all hours of the day. Details on how to reach the DPA and examples of when to contact this person are located below, as well as posted onboard each ship.



Examples of when to contact the Designated Person:

- Safety concerns or environmental issues are brought to the attention of your supervisor but are ignored or do not appear in the minutes of the regular Safety Committee minutes
- Falsification of log books and/or records
- Unreported pollution incidents or risk of pollution
- Improper dumping or disposal of vessel's waste
- Familiarization training not conducted
- STCW violations



E-mail: dcarroll@keyship.com (Designated Person - DP)

Phone: 1-610-617-6878 (office) or 484-343-4209 (cell)

E-mail: rquigley@keyship.com (Keystone Risk Manager)

Phone: 1-973-939-3673 (office) or 201-988-9396 (cell)

Keystone Shipping Co.

One Bala Plaza East
Suite 600
Bala Cynwyd, PA 19004

TEL : 610-617-6800



2021 ENVIRO TARGETS



If you have any suggestions or comments please submit them to
Captain LeighAhn Ferrari
lferrari@keyship.com or
Frank Pierson
fperson@keyship.com



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|---|--|---|
| <p>Objective: Regulated disposal of office and vessel used batteries</p> <p>Target: Recycle office and vessel used batteries</p> <p>Indicator: Receipts for disposed batteries</p> | <p>Objective: Reduce the risk of pollution incidents from vessel cargo handling machinery</p> <p>Target: Utilization of environmentally friendly non-sheening oil in various cargo handling equipment on deck:</p> <ul style="list-style-type: none"> • Cranes • Booms • Stern Ramp • Side and port doors <p>Indicator: Annual listing of vessels which utilize the non-sheening oil and the equipment in which it is being used</p> | <p>Objective: Reduce the risk of potential pollution incidents from deck mooring operations machinery</p> <p>Target: Utilization of environmentally friendly non-sheening oil in various onboard deck mooring operations machinery and equipment</p> <ul style="list-style-type: none"> • Anchor windlasses • Deck winches <p>Indicator: Annual listing of vessels which utilize the environmentally friendly oil and the equipment in which it is being used</p> |
| <p>Objective: Reduce energy consumption on vessels in Reduced Operating Status</p> <p>Target: Develop onboard practices, procedures and modifications for reducing energy usage onboard ROS vessels</p> <p>Indicator: For vessels in ROS on shore power, develop baseline of current energy consumption in kilowatt hours. Monthly monitoring and annual measurement to determine that objective is being met</p> | <p>Objective: Regulate proper disposal of electronic equipment for Keystone Offices (Bala and Duluth) as well as commercial vessels (Keystone and Key Lakes)</p> <p>Target: To recycle used office electronic equipment</p> <p>Indicator: IT disposal log of used electronic equipment</p> | <p>Objective: Reduce energy consumption by changing to LED lighting where applicable</p> <p>Target: One ship annually upgraded to LED lighting where applicable and continuous energy efficiency improvement in the fleet</p> <p>Indicator: Annual measurement in our fleet</p> |

BACK PAGE STORY HEADLINES

Happy Retirement Captain Tim O'Connor!

On 15 June 2021, we bid a fond farewell to Captain Tim O'Connor, as he turned over the con in the Safety Department to Captain LeighAhn Ferrari and began what we hope will be a well-earned, happy and healthy retirement. Captain O'Connor, a 1978 graduate of Maine Maritime, came ashore with Keystone in 1985 as the Fleet Safety Manager, after sailing on several Keystone vessels in various Deck Officer positions since 1980; including Master on the Coronado and Kenai (later named the Seakay Spirit).

Tim came ashore at a time when maritime safety and pollution prevention were elevated to the highest priority both at Keystone and industrywide, following the Exxon Valdez oil spill. He was influential in the development of our safety and quality systems and the implementation of our Safety Management System, successfully ushering us through many internal and external audits.

Always the advocate for our officers and crew, he built long lasting relationships with many of our seagoing personnel, and as our Designated Person Ashore, always maintained an open door policy for any issues they wished to bring to management's attention.

After 40 years in the maritime business, we all wish Tim and his wife, Nancy, fair winds and following seas in their onward adventures in retirement.

Happy Retirement Captain James Fisher!

Congratulations to Captain James Fisher on his retirement! Jim began sailing on 04 July 1974 and has accumulated over 40 years of sea time. He began sailing as a Deckhand aboard the Medusa Challenger for the Cement Transit Company. He sailed aboard American Steamship Company vessels from 1975 to 1987. In 1987, Jim got a call from Columbia Steamship Company and received his first Third Mate's job. He worked his way up to First Mate and wrote his Master's License in 1995. In 2008, he attended AMO schools to receive his 2nd Mate Oceans license, and this is where his interest in teaching classes for AMO began. He went on to teach Bridge Resource Management, Pilotage Classes, Leadership Classes, among many others. He continued sailing through the union in various fleets as 1st, 2nd and 3rd Mate. In 2009 and 2010, he sailed as relief for Key Lakes. In 2011, he reported to the Great Republic as First Mate, where he eventually continued on to sail as the Master.

In his retirement, Jim will be continuing his teaching endeavors in Dana, FL for AMO.

Thank you from the Keystone Family for all your hard work and dedication over the years, Tim and Jim! You both will be greatly missed.