

SAFETY LINE



CAPE RACE - COLD RESPONSE 2022

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In late December, rumors swirled and planning began for the CAPE RACE to support the U.S. Marine Corp's participation COLD RESPONSE 2022. The load port had been used before and cargo had been carried before but the uniqueness of artic Norway's ports and pier facilities along with the Marine Corps' demands made for a unique, challenging, and somewhat treacherous cargo discharge. On 06 January, the Cape Race was officially activated to support the Marine Corps in their participation of Exercise COLD RESPONSE.

COLD RESPONSE is a planned exercise that involves tens of thousands of troops from NATO and partner allies across the globe. They come together in Norway, several hundred miles above the arctic circle to test their ability to work together in extreme cold weather conditions on the sea, in the air and on land.

CAPE RACE departed her homeport of Portsmouth, VA on 27 January enroute to Morehead City, NC arriving on 28 January to load equipment from 2nd Marine Aircraft Wing based in Camp Lejeune, NC. Cargo included multiple CH-53 "King Stallion", UH-1 "Iroquis", V-22 "Osprey" and AH-1Z "Viper" aircraft along with armored ground vehicles, and containerized equipment and supplies. Loading took approximately 3 days and the vessel departed on 31 January for the transatlantic crossing. *(Continued on pg. 2)*

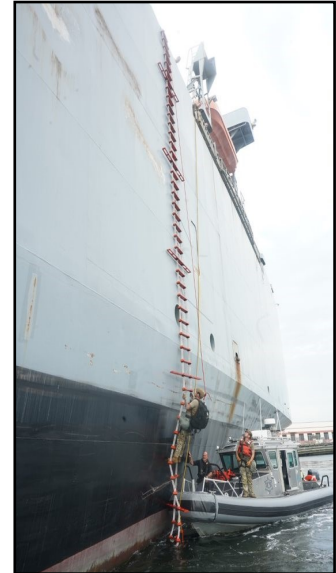


43rd WMD CST SHIP BOARDING FIELD TRAINING EXERCISE

At the end of August, the 43rd WMD CST conducted a Maritime Ship Boarding exercise with the M/V Cape Ducato and Cape Diamond while moored at FLETC, Charleston. Their intent was to train on the deployment of personnel onto a vessel via winged assets and Jacob's Ladders from the water.



USCG Helo crews demonstrate lowering of stokes litter and rescue personnel



USCG personnel board Cape Ducato

CAPE RACE - COLD RESPONSE 2022 (Continued)

Shortly after crossing the arctic circle and receiving the "Order of the Blue Nose," the CAPE RACE arrived in Harstad, Norway on 17 February to commence the unload. The location requested by the Marine Corp had a pier that was insufficient to accommodate the full length of the vessel and her stern ramp, so the vessel "Med Moored." The high winds and icy pier conditions made the four-day cargo discharge challenging to say the least. Under the excellent leadership of Captain Pat McGourthy and Chief Engineer Chris Nardone, the crew maintained the vessel on station for the safe discharge then proceeded to anchorage and then to a pier in Narvik, Norway where they waited to face the same challenges during the retro-load and the eventual return home.

Sadly, during this time, one of the V-22 "Osprey" aircraft, that the CAPE RACE transported to Norway, crashed in Bode, Norway killing all four Marines onboard. Those who died include Capt. Matthew J. Tomkiewicz, 27, of Fort Wayne, Indiana; Capt. Ross A. Reynolds, 27, of Leominster, Massachusetts; Gunnery Sgt. James W. Speedy, 30, of Cambridge, Ohio; and Cpl. Jacob M. Moore, 24, of Catlettsburg, Kentucky.

The retro-load was just as challenging as the discharge and the vessel departed Norway on 18 April, but their headaches weren't over. After 12 days underway and approximately 4 days from the discharge port of Morehead, City, NC, the ship began to cavitate heavily. At the time, the vessel was 250 miles south of Bermuda and proceeded there to continue troubleshooting and investigating. Upon arrival, divers discovered half of one of the four propeller blades was sheered off with out causing any damage to the other propeller blades nor the hull or rudder.

Options were weighed and it was decided to attempt to replace the controllable pitch propeller blade pier side. Another unique operation that required special divers and equipment not available on such a small island. Rigging devices, tools and adapters were fabricated and rigging equipment was flown in to support the evolution. Divers arrived about 10 days after the vessel and with the constant support of the crew, commenced the removal and successful replacement of the damaged propeller blade with the ship's onboard spare.

Cape Race departed Bermuda 17 days after arrival, successfully proceeding to her discharge port and then on to her homeport. The many obstacles and challenges from the long 4-and-a-half-month mission were taken in stride and could not have been accomplished without the exceptional leadership of the senior officers, including Captain Pat McGourthy and Chief Engineer Chris Nardone, along with the outstanding and dedicated crew of the CAPE RACE.

When the bell rang, all Keystone shipboard and shoreside personnel answered the call and responded in classic Keystone fashion to complete the mission and support MARAD, MSC, and the Marine Corps.

FIRE DEPARTMENT VESSEL WALK THROUGHS

On the 09th and 11th of February 2022, the Oregon and Toledo Fire Department, along with the USCG and ABS, conducted a familiarization walk through onboard M/V Edwin H. Gott, M/V Edgar B. Speer, and M/V Presque Isle to outline fire prevention and marine fire fighting tactics for vessels at Winter Lay-up.

Photos provided by Rich Laskey, Port Captain



Boarding M/V Edgar B. Speer



Rich Laskey, Port Captain, explaining the emergency information boats at each laid-up vessel's gangway



Andy McFall, Port Engineer, discussing the vessel's Sensaphone system

CAPE EDMONT BACK IN BUSINESS!

Cape Edmont completed a very successful Maintenance Sea Trial (MST) after a very long C4 out of readiness posture during repairs of damages to her tail shaft and stern tube bearings that occurred in May of 2021. Congratulations and thank you to all the ROS officers and crew members who endured many long months away from home during the vessel's availabilities at Bayonne Drydock & Repair last year and Philadelphia Ship Repair this year. It is a wonderful thing for Keystone and for MARAD that Cape Edmont is back in C2 readiness status.



Cape Edmont departing Philadelphia Ship Repair for its much anticipated trip back home to Charleston, SC



Licensed engine officers in the Edmont's Engine Control Room

SAVE THE DATE!

We are excited to announce the Keystone's 2023 Officer's Seminar will be held **Monday, February 6th through Thursday, February 9th, 2023** 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: fperson@keyship.com.

We look forward to another successful Officer's Seminar!



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



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: 1-610-617-6874 (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)

Cape K Readiness

The month of February was noteworthy and remarkable on so many levels for both the Cape Kennedy and Cape Knox. Cape Kennedy successfully completed her Maintenance Sea Trial that was originally scheduled in FY21 but potentially replaced by her activation for TA 21-1 until it was aborted for Hurricane Ida. On the Cape Knox, new davits for new covered lifeboats were recently installed. Weight testing of the stbd/inbd davit was accomplished during the week of Cape Kennedy's activation. Weight testing of the port/outbd davit and lifeboat launching, maneuvering, and recovery was accomplished the day after Cape Kennedy departed for her sea trials. When the Cape Kennedy was inbound on the Mississippi River, Cape Knox was moved out and held midstream, during which time launching, maneuvering, and recovery of the stbd/inbd lifeboat was accomplished, along with a main engine river trial.

New covered lifeboats and davits are installed on both Cape Kennedy and Cape Knox. This endeavor has been proposed as a budgetary consideration every five years since 1996! On Cape Kennedy's first day of ROS after completion of the Maintenance Sea Trial activation period, her stern ramp was deployed, during which time the C/E's and C/M's from both ships were given useful training, suggestions, and tips. Everything that was conducted throughout the last two weeks was orchestrated with graceful harmony.

The crews' enthusiasm, dedication, and vessel ownership combined with steadfast support from the New Orleans Port Engineer office with continuous MARAD support, all contributed to these noteworthy successes.

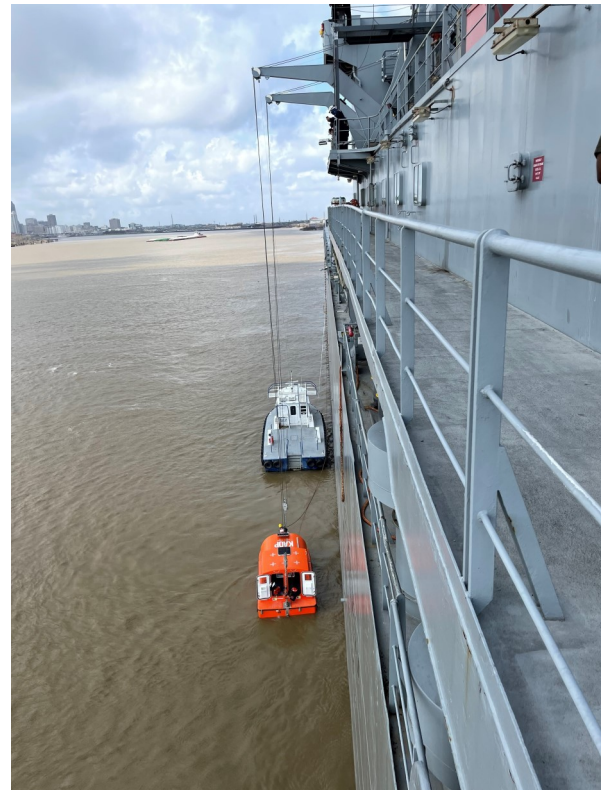


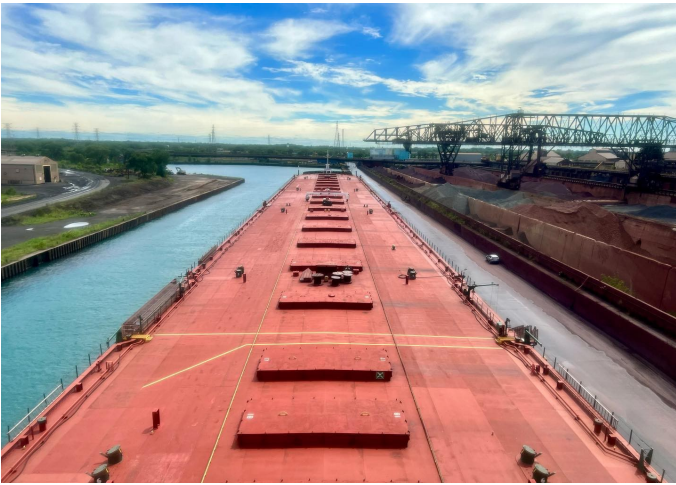
Top Left: Cape Kennedy outbound for sea

Top Right: Diver camera setup for stern tube seal maintenance

Bottom Left: Divers tend to a line as they work the stern tube seal

Bottom Right: Lifeboat launching and recovering





Edgar B. Speer unloading in Gary, IN



John G. Munson unloading in Gary, IN



Edgar B. Speer unloading in Gary, IN

Around the Lakes



Great Republic unloading in Holland, MI



John G. Munson unloading in Gary, IN

MARAD Appreciation for Keystone Employees

Here's a few recent 2022 feedback quotes from personnel at MARAD.

"Your folks are doing an outstanding job managing the [vessels] in most every aspect. Please pass on my/our appreciation for their efforts."

"Just a note of thanks on behalf of the MARAD for your continued, stellar performance and that of your staff and all employees." - Government recognition received for Keystone management of COVID-19 for prevention of shipboard outbreaks.

"I wanted to congratulate you on a job well done, both in planning and execution..." - Government commendation for completion of a high-profile vessel upgrade.

"This is excellent management by [Keystone], there are no two ways about it! This sort of timely and accurate reporting of an incident that quite frankly happens fairly frequently puts everyone's mind at ease and prevents the call to GQ!" - Government's positive feedback on behalf of all Keystone shoreside and shipboard personnel after a Keystone-managed RRF vessel endured a pier allision while docking under pilotage in an isolated foreign port that resulted in a minor hull breach. Customer, port, and regulatory authorities were kept appropriately included and informed during the expeditious and professional repair process.

"Nice job!" - Well received praise followed an annual review of Keystone compliance with contract requirements for the Company's commercial purchasing procedures. This government review ensured that we are making best value decisions in the interest of the Government; and effectively managing and controlling costs. There were no significant findings to report.

"Everyone that supports this [ship group], from purchasing agents, [contracting officer], OQE, accounting and those on the deck plates are true professionals and should be commended." - Commendable Government recognition of Keystone shoreside and shipboard mission operations management.

Keystone Shipping Co.

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TEL : 610-617-6800

If you have any suggestions or comments, please submit them to
David Guzman
dguzman@keyship.com or
Frank Pierson
fperson@keyship.com



2022 ENVIRO TARGETS



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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 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: Regulate proper disposal of electronic equipment for Keystone Office (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 equipment</p> | <p>Objective: Reduce energy consumption on vessels in Reduced Operating Status</p> <p>Target: Develop onboard practices/procedures/modifications for reducing energy usage aboard 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: Reduce energy consumption by changing to LED lighting where applicable</p> <p>Target: One ship annually upgraded to LED lighting where applicable or 5% improvement in the fleet</p> <p>Indicator: Annual measurement in our fleet</p> |
| <p>Objective: Reduce the amount of plastic waste onboard vessels</p> <p>Target: Minimize use of plastic bottles and increase use of recyclable materials</p> <p>Indicator: Receipts for recycled waste</p> | | |