

SAFETY LINE

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KEYSTONE FACES OFF WITH HURRICANE FLORENCE

A number of Keystone vessels were called upon by the U.S. Maritime Administration to assist in various ways during Hurricane Florence. The M/V Cape Rise was initially scheduled for a multi-day FEMA exercise, which was cancelled due to Florence.

MARAD quickly shifted gears and asked the Rise to host the OPS Command Group of the US Coast Guard Sector Hampton Roads with Florence looming. The objective of the OPS Command Group was for the 37 members, along with vehicles, to board the Cape Rise in order to maintain command and control of the port while riding out the storm. The vessel was to provide secure, non-floodable accommodations and services with a direct view of the harbor conditions. The Port of Virginia Command Vehicle was also loaded onboard with its two-man crew. The command vehicle was staged to the Upper Trailer Deck where it could back out into the open and utilize its antennas, cameras and radar. The Cape Rise was able to temporarily acquire two more crew members in order to assist in the galley due to a total of 51 persons living on board for the operation.

In concurrence with this operation, the Cape Rise was also asked to assist with another operation, SAFESTOR, which called for the safe storage of local Government Agency Vehicles. These vehicles were loaded on the morning of Tuesday, September 11th and offloaded Monday, September 17th. The USCG OPS Command Group boarded on Wednesday the 12th and departed on Thursday the 13th as the hurricane tracked further south.

The crew on the Cape Rise expressed their admiration for the professional manner in which Captain Carroll, Commanding Officer USCG Sector Hampton Roads, and Captain Stevens, Deputy Sector Commander USCG Hampton Roads, and their team conducted themselves. A special thanks also goes to MARAD representative Steve Jackson who was on board prior to the operations and on the phone with the vessel throughout the event.

On Wednesday, September 12th, The M/V Cape Domingo was also called upon by MARAD, in this case to provide the safe storage of local Government Agency Vehicles during their SAFESTOR operation. Three of the decks were used to store vehicles, including trucks, boats and cars for the Charleston Police Department, a 32 foot fire fighting boat for the Charleston Fire Department, boats and trucks for the United States Coast Guard and boats for the Federal Law Enforcement Training Center (FLETC).

Keystone's execution of these operations on short notice speaks for itself. We would like to thank the crew of the M/V Cape Rise, especially Chief Engineer/OIC Dan Scrivanich and Chief Mate Cal Chapman, as well as the crew of the M/V Cape Domingo, especially Chief Engineer/OIC Dave Browning and Chief Mate Gary Lombardi for a job well done!



Bosun Walter Ritvalsky of the M/V Cape Rise upon completion of loading Main Trailer Deck



USCG OPS Command Group Sector Hampton Roads onboard the M/V Cape Rise



32' Firefighting Boat being loaded onboard the M/V Cape Domingo



Charleston Police Boat loaded on the M/V Cape Domingo



USCG Boats loaded on the M/V Cape Domingo

REPORT EXAMINES PORT OF DULUTH-SUPERIOR'S IMPACT

"A report recently conducted by Minnesota's Duluth Seaway Port Authority detailed the Port of Duluth-Superior's robust fiscal impact, showing that the port generated \$1.4 billion in economic activity and supported 7,881 jobs last year.

The report also determined the Port of Duluth-Superior handled 35 million short tons of cargo and generated over \$504 million in total wages, salaries, and purchase of goods and services in the regional economy.

'The Port of Duluth-Superior anchors the westernmost point of this entire 2,340-mile system—a binational waterway that connects the heartland of North America to the global marketplace,' Deb DeLuca, Duluth Seaway Port Authority executive director, said. 'As the largest tonnage port on the Great Lakes, we have long known the key role this port plays in the economic vitality of the entire region. Not only does this study validate that message, it also provides relevant data to share with policymakers, investors, business leaders and residents alike illustrating how indispensable our working waterfront is to job growth and economic sustainability in northeastern Minnesota and northwestern Wisconsin'.

Cargo movement and vessel activity at the Port of Duluth-Superior also generated a total of nearly \$240 million in federal/state tax revenues.

'The value of the Port of Duluth-Superior cannot be overstated,' Jason Serck, City of Superior Economic Development, Planning and Port Director, said. 'When you look at the number of jobs in this area related to maritime commerce, it is clear that the working waterfront drives the economies of this entire region'".

Source: *Transportation Today*

MILLVILLE/1964 NOMINATED FOR 2018 BOAT OF THE YEAR!

Congratulations to the Millville/1964 for being selected by the editors of *WorkBoat* magazine as one of the 10 finalists for 2018 Boat of the Year!!

Workboat magazine is the only maritime industry publication dedicated exclusively to the U.S. workboat market. It provides in-depth reporting on topics including offshore services, shipbuilding and repair, port security, marine electronics, environmental regulations and more.

Millville/1964 was one of only two articulated tug and barge's (ATB's) to make the list. This nomination is made possible by the outstanding crew of the Millville as well as the shoreside team that provides continuous support.



Millville/1964 off the coast of Tampa awaiting berthing

We Need Your Help by Voting!

For the first time, this year's Boat of the Year will be picked by the readers of *Workboat* magazine.

In order to vote, please visit:

www.workboatshow.com/vote-for-significant-boats/

M/V CAPE DECISION: DRAGON LIFELINE EXERCISE

On July 30, Captain Simms and Lt. Denfeld of the 7th Transportation Brigade of Ft. Eustis, VA arrived on the Cape Decision for final preparations of the loading exercises that were to be done in the days that followed. In the afternoon, Col. Patten also joined the planning process. The purpose of this exercise was to familiarize members of the U.S. Army with the maritime industry and the successful loading of a ship. In conjunction with prior planning and calculations, a final plan was devised to carry out cargo operations the following day.

On July 31, personnel from the 7th Transportation Brigade of Ft. Eustis, VA and the 3rd Expeditionary Support Command of Fort Bragg, NC boarded the vessel. The crew of the Cape Decision greeted the personnel. Prior to the arrival of the guests, the Boatswain and his crew had staged lashing gear all over the vessel. Before beginning the exercise, the Boatswain explained the ship's lashing equipment and how to use it safely. Overall, 20 military vehicles of varying types were loaded onto the vessel and the military personnel lashed them down, with guidance from the Boatswain and other members of the crew. The smaller vehicles were placed on A and D decks due to the height restrictions. The larger vehicles were stowed on B and C decks where there is more overhead clearance. Col. Beth Behn of the 7th Transportation Brigade visited to assess the training and offer support.

On August 1, the last day of the exercise, 35 more vehicles were loaded and lashed by the military personnel. Practice makes perfect! The crew of the Cape Decision were standing by and assisting as necessary. Lashing gear was fork trucked where needed. General Mohan, 3rd Expeditionary Commander and Gen. Lt. Colonel Thornton, 7th Transportation Brigade Battalion Commander, visited the Cape Decision to witness their units excelling in this exercise.

Captain Simms and Lt. Denfeld found this exercise to be quite valuable. They thanked FLETC, MARAD, Keystone, and the crew of the Cape Decision for their support and use of the ship. Hopefully, this training can continue for years to come, bringing maritime and military together under a common platform.



Soldiers that participated in the exercises aboard the Cape Decision.

KEY LAKES STEWARD PROGRAM: AMO STAR CENTER VISIT



Captain Tim Alfson bringing the Gott through the Soo Locks

In August, Alison Escalante and Shannon Agor of AMO Star Center traveled to the Great Lakes for a couple of vessel visits and experienced the daily work of our Stewards. They boarded in Two Harbors, MN on the Edwin H. Gott, where they were hosted by Steward Sheldon Brown. It was Alison's first experience and Shannon's second. They were both very grateful for the warm welcome that they received from the crew!



Doug Rogers preparing lunch for Shannon and Alison

After riding the Gott for a few days, the pair detached at the Soo on a supply boat with hopes to ride the Great Republic. Unfortunately, they were unable to ride due to weather, but were able to visit the ship for a few hours in Cedarville, Michigan. Due to the delay, they also had the opportunity to meet with the Soo Warehouse, which gave them more of an understanding of the process in which the ships receive their supplies. Steward Douglas Rogers of the Great Republic introduced Shannon and Alison to his galley and showed them his daily duties while he also offered them a great lunch! Alison also spent some of her time on the ships touring the workout rooms to gain a better understanding of what our sailors have access to. Shannon and Alison will take their new insights back to Florida with them to work on the Master Steward Program, which we will hopefully be able to implement next season.

PRESIDENT TRUMP PUTS SEAL OF APPROVAL ON SECOND POE-SIZED LOCK

On Tuesday, October 24th, 2018, President Trump signed America’s Water Infrastructure Act of 2018, legislation that includes the Soo Lock Post-Authorization Change Report that authorized construction of a second Poe-sized lock at Sault Ste. Marie, Michigan, to move forward. The President had pledged to “fix” the Soo Locks in April.

James H.I. Weakley, President of Lake Carriers’ Association, the trade association representing U.S.-flag vessel operators on the Great Lakes, thanked the President for being such a staunch supporter of the lock. “A second Poe-sized lock was authorized in 1986 but has languished under several Administrations. It was President Trump who made this a national priority.”

The locks at Sault Ste. Marie, Michigan, allow vessels, some more than 1,000 feet long, to move between Lake Superior and the lower four Great Lakes. In a typical year, as much as 80 million tons of cargo pass through the Soo Locks. Iron ore for steel production is the single largest commodity, but the lock also handles significant volumes of coal, grain, and limestone. Approximately 90 percent of that cargo transits the Poe Lock. The other lock, the MacArthur, is too small to accommodate the most efficient ships working the Lakes.

“For far too long America’s economy has been at risk because we have only one Poe-size lock,” said Weakley. “The Department of Homeland Security predicts 1.1 million Americans will lose their jobs if the Poe Lock is down for just six months. President Trump’s signing of this bill means we can now concentrate on funding the lock.”

The additional Soo lock is projected to cost approximately \$922 million and take seven years to build.

-Source: Lake Carriers Association (LCA)

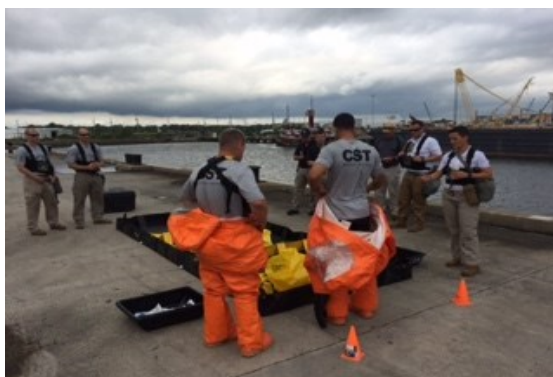


M/V CAPE EDMONT: CBRN/WMD EXERCISES

In mid-July, aboard the Cape Edmont, the North Carolina National Guard’s 42nd Civil Support Team and other contracted personnel from James Madison University conducted CBRN/WMD (Chemical, Biological, Radiological, and Nuclear/Weapons of Mass Destruction) exercises. The exercises honed in on the 42nd CST’s ability to operate in a maritime environment during a CBRN contingency.



CBRN/WMD Training Personnel in front of the Cape Edmont



Members of the 42nd CST demonstrating how to dress out

The training armed USCG, port personnel, and even crewmembers with knowledge of CBRN/WMD emergencies and what to expect in a real world event. Chemical, biological, radiological, and nuclear threats each pose distinct challenges. Those present during this training will have an added advantage if an emergency of this type were to present itself.

Thanks to C/E and OIC Paul Renaghan and C/M Brian Patten for a job well done!

TURBO ACTIVATIONS

At 1530 EST on September 25, 2018, four of the eleven Keystone-operated RRF ships were simultaneously Turbo Activated. An incredible amount of work goes into turbo activating one vessel, let alone four. Everything from crewing up each of the vessels from Reduced Operating Status (ROS) manning to Full Operating Status (FOS) manning with mariners who may have never worked together before, to the purchasing department's conducting provisions and consumables in accordance with turbo activation protocol, to the operations department's handling port services including agents, tugs, pilots, line handlers etc., many different hats have to worn by many different people for an evolution like this.

The M/V Cape Kennedy, M/V Cape Rise, M/V Cape Diamond and the M/V Cape Edmont all answered the no-notice call from MARAD and, within the contracted period, took on an almost completely new ships complement from different parts of the country, as well as stores, fuel and other critical supplies. Safety orientations and prescribed fire and boat drills, along with regulatory oversight, were safely accomplished.

Once underway, high speed endurance runs, emergency astern operations, anchor windlass tests and many other deliverable components were requested by MARAD representatives and satisfactorily attained.



M/V Cape Edmont deck officers (L to R): 2/M Neil DiPaola, C/M Ralph Elroy, 3/M Kate Rastallis, 3/M Nick Milosevic, Captain Brian Patten



Military vehicles loaded on B-deck of the M/V Cape Diamond

MARAD Atlantic Region Senior Representative Mr. Rick Goldthwaite offered in his voyage summary while riding onboard the M/V Cape Rise, "Keystone has been instrumental in completing all events with high motivation and acute awareness to STCW and Safety. Obstacles have been overcome by both the ROS and additional FOS crew who have signed on. Mariner innovation and drive to succeed is alive and well."



M/V Cape Diamond outbound Charleston, SC on her way out to sea

MARITIME ADMINISTRATOR VISITS CAPE KENNEDY & KNOX



The Maritime Administrator, Honorable Mark "Buzz" Buzby (RADM, USN Ret'd), traveled to New Orleans, LA on Tuesday, August 7, 2018 to attend an event with the USCG Eighth District Commander. While doing so, he made time to visit the Keystone-managed RRF ships M/V Cape Kennedy and M/V Cape Knox at the Poland St Wharf.

Honorable Buzby is pictured here onboard the Cape Knox with Knox Chief Engineer and Officer in Charge Kyle Keene (left) and Cape Kennedy Chief Engineer and Officer in Charge Mark Collins.

We would like to thank RADM Buzby for taking time out of his busy schedule to visit our vessels!

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If you have any suggestions or comments please submit them to Captain T. O'Connor toconnor@keyship.com or Frank Pierson fpierson@keyship.com



2018 ENVIRO TARGETS



<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 onboard 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 is being used</p>
<p>Objective: Reduce energy consumption on vessels in Reduce Operating Status</p> <p>Target: Develop onboard practices, procedures and modifications for reducing energy usage onboard ROS vessels</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 or 5% improvement in the fleet</p> <p>Indicator: Annual measurement in our fleet</p>

BACK PAGE STORY HEADLINES

**Welcome to the Keystone Family
Cassandra!**

Cassandra Yurick hails from the foothills of Loomis, CA. She moved to New Jersey two years ago (Go Eagles!).

Cassandra started at Keystone on Oct 15th as the new Asst. Marine Personnel Manager.

Cassandra graduated from Kings Point in 2015. She then sailed on Crowley tankers as 2nd and 3rd Mate, primarily in the Gulf of Mexico.

We are very happy to have Cassandra as part of the team!



Happy Retirement Karen!

On Tuesday, Oct 30, we held a retirement lunch for former Marine Personnel Manager Karen Watson at the Bala Office.

Karen's retirement comes after 32 years of service to Keystone! Karen was well loved and respected by all, not only here in the Keystone office, but by the many, many mariners she has dealt with in all the fleets throughout the years.

We wish Karen and her husband Dave a very happy retirement as they make the trek down to enjoy sunny Florida!!

