

# SAFETY LINE



## REACTIVATION OF THE S/S ARTHUR M. ANDERSON

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On March 22nd of this year, after a two-year lay-up, Keystone received word that CN had approved the activation and return to service of the Arthur M. Anderson. The Anderson was towed to Fraser Shipyards, Inc., on April 2nd. We would like to send a special thanks to Ward Poppenberg, who watched over the safety of the vessel for two years while it was laid up at the Duluth, CN Ore Dock. Ward also helped prepare the vessel for tow and continued to be involved on a daily basis throughout the shipyard period until the vessel returned to service.



S/S Arthur M. Anderson departing Duluth, MN on July 25th, 2019

The scope of work for reactivation was quite extensive as a result of the long period of inactivity. The Anderson required a complete five-year dry-docking, extensive steel work, along with outfitting and testing of all systems and equipment. Willie Keyes, Fleet Engineer, was tasked with leading the reactivation project, along with support from the Duluth Office Staff. His extensive knowledge of steam plants and reactivation projects was integral to the overall success of the project.

From the outset, the project experienced countless hurdles that had to be overcome, which is to be expected with this type of reactivation. On May 10th, the Anderson was dry-docked to complete Special Survey inspections, steel repairs, bow and stern thruster overhaul, sea valve repairs, and extensive cosmetic work. The dry-dock was flooded on July 10th and the rest of the crew began to arrive to finalize preparations to sail. On July 25th, the Anderson departed Fraser Shipyards, Inc., and set sail for Two Harbors, MN to load Flux Pellets headed for Gary, IN.

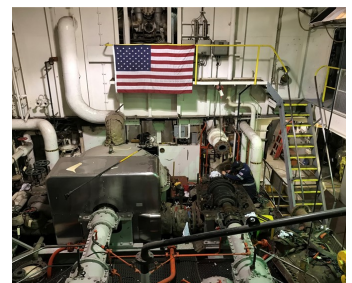
A very special thanks goes to Chief Engineer Bryan Kwiatkowski, Assistant Engineers David Keppard, Wes Felax and Mitch Felax, who arrived in early June to accomplish engine room inspections, testing and repairs, as well as Master Justin Saari and the entire crew of the Anderson! We would also like to thank the entire Duluth Office Staff, especially Willie Keyes, for their tireless efforts to oversee this reactivation project. This project could not have happened without everyone's daily efforts and attention to detail!



Dead Ship Tow to Fraser Shipyards



Anderson on Dry-Dock



H.P. Turbine Inspections

# EXERCISE DRAGON LIFELINE: M/V CAPE DECISION

On August 6th, members of the US Army 3rd Sustainment Command conducted a training event in conjunction with the M/V Cape Decision entitled Exercise Dragon Lifeline. The exercise seeks to mimic a true deployment for the soldiers complete with loading and lashing of various types of cargo.

On the day prior to commencement of cargo, Senior Non-Commissioned Officers and the Officers-in-Charge of the 841st Transportation Battalion boarded the M/V Cape Decision to observe and familiarize themselves with the layout of the ship.

On the day of the exercise, the crew of the Cape Decision and the Army Officers conducted a safety brief at 0800 in order to go over their Standard Operating Procedures. Soon after the meeting, Boatswain Leslie Bracey gave a 20 minute class on steel lashing chain use. Ten Humvees then drove aboard the Cape Decision and were safely and securely lashed to the ship. Shortly thereafter, the equipment was safely and expeditiously discharged.



Soldier readies the military vehicles to be loaded onto the Cape Decision



Soldiers practicing lashing down military vehicles



Boatswain Leslie Bracey directs the military cargo onto the Cape Decision



Military vehicle making its way to its designated position on the Cape Decision

Readiness is the Army's number one priority in the eyes of Commanding General James Smith. "Part of being ready is ability to deploy. What better time to get ready than before you have to do it," says Commanding General Smith. The group originally started at Fort Bragg and drove their military vehicles to Joint Base Charleston where a list of tasks awaited.

Once the training exercise on the ship concluded the final phase of the exercise occurred within the following two days where the group was air lifted from Charleston and delivered their cargo to Fort Bragg and Joint Base Langley-Eustis. One of the instructors, Lieutenant Breed from the US Navy, indicated that the program is going to continue to grow. Moving forward, the operation intends to work hand-in-hand with neighboring military bases to spread rapid global deployment skills.

Job well done to the entire crew of the Cape Decision, specifically CE/OIC Doug Blake and Chief Mate Alec Cunningham!



## D.J. KURZ: MARINE LOG'S "MARITIME'S NEW & NEXT GENERATION"

On May 14, *Marine Log* Magazine held its inaugural "New and Next Generation" (NNG) award ceremony during the annual Tugs & Barges conference in Philadelphia. Three exemplary maritime employees were recognized for their outstanding contributions to the commercial maritime industry. We are very proud to announce that D.J. Kurz was one of these award recipients! Not only was D.J. awarded this honor, he was also the cover page feature story in the June edition of *Marine Log*.

In the article in *Marine Log*, it states "Each of the award winners was nominated by the industry for their vision, leadership, dedication and significant contributions to the maritime trade". D.J. began his career at Keystone as an intern before attending college at Villanova University. Upon his graduation, he returned to the company and began managing contract renewals and asset acquisitions for fleet expansion projects. During this time, he successfully completed his MBA from Boston College. The following interview was also featured in the story.

**Marine Log (ML):** What are some highlights of your maritime career to date?

**D.J. Kurz (DK):** My professional highlights have included the management contracts of our Great Lakes operation and purchase of a 125,000 dead weight tonnage tanker. In addition to my time at Keystone, while pursuing my MBA from Boston College, I worked on a pilot program to incorporate a short sea shipping model into the supply chain of an automobile manufacturer. My current day-to-day role includes cargo management and performance analytics for our operations, assessing new projects, and ensuring that management activities are aligned with the company's strategic objectives.

**ML:** In your experience, what are some of the biggest challenges for the new and next generation in the maritime industry and how have you solved them?

**DK:** The maritime industry faces many challenges. The most imminent challenge is to reverse the diminishing allure of shipping. The world relies on waterborne transportation for approximately 95% of all cargo movements, and the industry must continuously attract new mariners into its workforce. While standards of safety,



D.J. Kurz

Inaugural Winner of *Maritime Log's* Next and New Generation Award

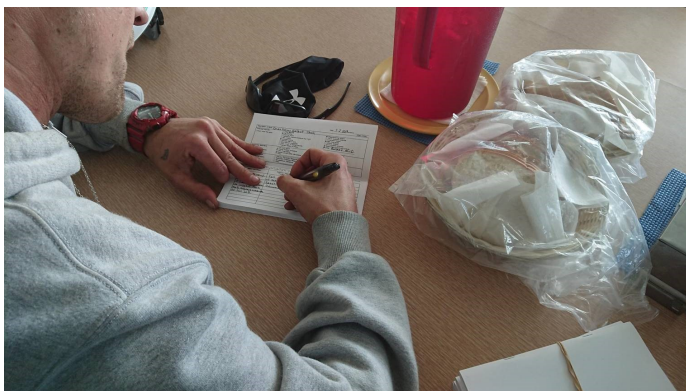
Congratulations D.J.!!!

efficiency, emergency preparedness, and pollution prevention have progressed exponentially over the last 30 years, the industry is still, for the most part, vilified. With the retirement of the baby boomer generation of seafarers approaching, my generation is in a unique position to showcase the economic benefits of shipping with modern approaches to technology and efficiency.

Another significant issue that I actively work to resolve in our industry is the rising cost of doing business in maritime today. The influx of investments that poured into the shipping industry, driven by desire to capitalize on economic cycles has led to bankruptcies and unsustainable debt structure risks. This has pushed control of shipping away from experts and into the hands of institutional analysts, driven by margin instead of quality operation. In short, maritime has become a high capex industry, with low margins and high risk. Keystone has navigated cyclicalities in the industry for more than 100 years by staying on course as a privately held company, with a focus on high quality and lasting operations.

## SAFETY IN ACTION!

BCTQ Auditor Capt. Tim Radford submitted this photo with the caption, "I have just witnessed a very thorough risk assessment for ballast tank entry onboard the M/V John. G. Munson. They conducted this in a very professional and thorough manner using risk assessment JHA booklets."



Munson crewmember filling out Job Hazard Analysis (JHA) before the job



Crew of the Munson discusses the risk assessment

**Tentative Seminar Schedule**

2/3: 1600 Hotel Check-in  
2/3: 1800 Cocktail Hour  
2/3: 1900 Opening Dinner

**Daily (Tues-Fri)**

0700-0800: Breakfast  
1000-1015: A.M. Break  
1200-1300: Lunch  
1500-1515: P.M. Break

**Tuesday 2/4**

0800-1700: Informational Sessions

**Wednesday 2/5**

0800-1200: Informational Session

1700: Company Event (TBD)

**Thursday 2/6**

0800-1700: Informational Sessions

**Friday 2/7**

0800-1200: Informational Sessions

# KEYSTONE 2020 OFFICER'S SEMINAR NOTIFICATION: NEW LOCATION!

Keystone's 2020 Officer's Seminar will be held at the Lido Beach Resort in Sarasota, Florida from **Monday, February 3rd through Friday, February 7th**. We are excited to be at a new location which is right on the beach!! Please stay tuned for further information such as attendees, invitations, flight and hotel information, agenda and more.

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 email Marine Personnel Managers Frank Pierson at [fperson@keyship.com](mailto:fperson@keyship.com) or Tamara Follett at [tfollett@keyship.com](mailto:tfollett@keyship.com).

We look forward to another successful Officer's Seminar!

**Lido Beach Resort**

700 Benjamin Franklin Dr  
Sarasota, FL 34236



## NEW ADDITIONS TO THE KEYSTONE FAMILY!

**Cathleen "Cathe" O'Bev—Administrative Assistant, Duluth Office**

As a native Duluthian, Cathe grew up on the North Shore of Lake Superior, learning to draw on the backs of her father's industrial crane blueprints. Cathe attended the University of Minnesota Duluth, majoring in fine arts, toured with folk bands after college and played upright bass with a bluegrass band in Nordic Angst, a progressive Norwegian ensemble. Cathe has two children, Baird, 37, and Samantha, 22, and has worked in a variety of capacities and location with Manpower.

Welcome aboard Cathe!

**Roman Clay Felicitas**

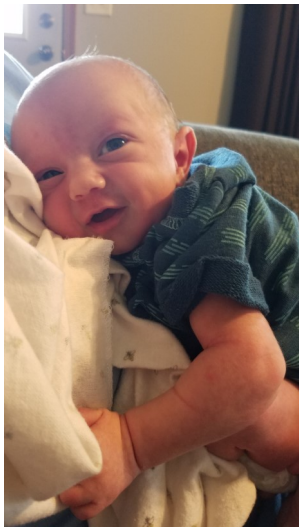
Daniel Felicitas, one of our Stewards in our Great Lakes Fleet, and his wife Veronica, welcomed Baby Roman Clay Felicitas into the world on July 19, 2019. Roman was 6 pounds, 9 ounces and 20 inches long. Congratulations Daniel and Veronica!!

**Alaina Brown**

Sheldon Brown, one of our Stewards in our Great Lakes Fleet, and his fiancé Alicia Brown, welcomed Baby Alaina Brown into the world on August 26, 2019. Congratulations Sheldon!!

**Dexter Leonard Campbell**

Joe Campbell, CN Supply Chain Manager in the Duluth Office, and his wife Katie, welcomed Dexter Leonard Campbell into the world this past August. Dexter weighed 8 pounds, 0.8 ounces and was 21 inches long. Congratulations Joe and Katie!!



Dexter Leonard Campbell pictured to the right



Roman Clay Felicitas



Alaina Brown

**Keystone Shipping Co.**

One Bala Plaza East  
Suite 600  
Bala Cynwyd, PA 19004

TEL : 610-617-6800



**2019 ENVIRO TARGETS**



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



<p><b>Objective:</b> Regulated disposal of office and vessel used batteries</p> <p><b>Target:</b> Recycle office and vessel used batteries</p> <p><b>Indicator:</b> Receipts for disposed batteries</p>	<p><b>Objective:</b> Reduce the risk of pollution incidents from vessel cargo handling machinery</p> <p><b>Target:</b> Utilization of environmentally friendly non-sheening oil in various cargo handling equipment on deck:</p> <ul style="list-style-type: none"> <li>• Cranes</li> <li>• Booms</li> <li>• Stern Ramp</li> <li>• Side and port doors</li> </ul> <p><b>Indicator:</b> Annual listing of vessels which utilize the non-sheening oil and the equipment in which it is being used</p>	<p><b>Objective:</b> Reduce the risk of potential pollution incidents from deck mooring operations machinery</p> <p><b>Target:</b> Utilization of environmentally friendly non-sheening oil in various onboard deck mooring operations machinery and equipment</p> <ul style="list-style-type: none"> <li>• Anchor windlasses</li> <li>• Deck winches</li> </ul> <p><b>Indicator:</b> Annual listing of vessels which utilize the environmentally friendly oil and the equipment in which it is being used</p>
<p><b>Objective:</b> Reduce energy consumption on vessels in Reduced Operating Status</p> <p><b>Target:</b> Develop onboard practices, procedures and modifications for reducing energy usage onboard ROS vessels</p> <p><b>Indicator:</b> 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><b>Objective:</b> Regulate proper disposal of electronic equipment for Keystone Offices (Bala and Duluth) as well as commercial vessels (Keystone and Key Lakes)</p> <p><b>Target:</b> To recycle used office electronic equipment</p> <p><b>Indicator:</b> IT disposal log of used electronic equipment</p>	<p><b>Objective:</b> Reduce energy consumption by changing to LED lighting where applicable</p> <p><b>Target:</b> One ship annually upgraded to LED lighting where applicable or 5% improvement in the fleet</p> <p><b>Indicator:</b> Annual measurement in our fleet</p>

**CHAMBER OF SHIPPING OF AMERICA AWARD RECIPIENTS—  
NEW ORLEANS, LA: JUNE 18, 2019**

**Citation of Merit**

M/V Edgar B. Speer Master Rich Laskey was present to accept the Citation of Merit Award at CSA's Awards Ceremony on June 18, 2019.

The award reads, "We commend the crew of the M/V Edgar B. Speer for their quick response and actions to a U.S. Coast Guard distress call on August 25, 2018. Despite stiff winds, the crew expertly navigated their 1000-foot bulker to a sinking boat to render assistance. The fast rescue boat was launched and the crew pulled three survivors to safety moments before their boat sank."

Congratulations to Captain Laskey and the crew of the M/V Edgar B. Speer!!

**Devlin Award**

The Jones F. Devlin Award publicly recognizes the skills and dedication of the men and women who are responsible for safe vessel operations.

The Award is given to all manned merchant marine vessels that have operated for two full years or more without a crew member losing a full turn at watch because of an occupational injury.

Port Engineer Chris Keefe and Chief Engineer Kyle Keene of the Cape Knox were in attendance to accept the awards for Keystone Vessels: Cape Decision, Cape Diamond, Cape Domingo, Cape Douglas, Cape Ducato, Cape Edmont, Cape Kennedy, Cape Knox, Cape Race, Cape Ray and Cape Rise.

Key Lakes Safety Coordinator Jerry Walls and Edgar B. Speer Master Rich Laskey were in attendance to accept the awards for Key Lakes Vessels: Roger Blough, Edwin H. Gott, Great Republic, John G. Munson and Edgar B. Speer.

Congratulations to all sixteen vessel award recipients!