

SAFETY LINE

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M/V EDGAR B. SPEER RECEIVES AOTOS MARINER'S PLAQUE

Recognized as the most prestigious award in the maritime industry, The Admiral of The Ocean Sea (AOTOS) Award has been presented annually by United Seamen's Service for nearly 50 years. The AOTOS Award is given in recognition of individuals and organizations who have shown outstanding support for American seafarers and the entire maritime industry.

Amongst the other AOTOS Awards, the Honored Seafarer Award is quite possibly the most revered. It is a privilege to be able to congratulate the Captain and crew of the Edgar B. Speer for receiving this award. This award honors mariners of vessels which have exhibited exceptional bravery, superb seamanship and devotion to duty while engaged in rescue operations at sea.

Captain Rich Laskey attended the awards ceremony in New York City and accepted the AOTOS Mariner's Plaque on behalf of his vessel and its crew. Chief Mate Jim Stengel and ABU Frank Jackson joined Capt. Laskey at the ceremony and were also praised for their efforts in the rescue mission.

The scenario that qualified the Speer to be nominated occurred in August of 2018, approximately 15 miles from Ashtabula, Ohio on Lake Erie. Below is a synopsis of the event, and it's okay if you get chills. We did, too!

A distress message on a ship's radio triggers immediate action. This was the case with M/V Edgar B. Speer, a bulk carrier transiting Lake Erie, and for Third Mate Kris Brecht who received the distress message.

The U.S. Coast Guard Sector Buffalo notified the Mate on Watch that a pleasure craft had capsized in their vicinity. The Speer immediately mustered at their emergency stations for a rescue, changing course to assist. The Speer's fast rescue boat was launched to assist another vessel in the recovery of three fisherman who were clinging to their sinking boat.

The full crew of the Speer quickly became involved, including Chief Engineer Andy McGinn and his engineering team who took quick action bringing generators online for bow thruster maneuvering. Lookouts maintained watch over the floundering recreational vessel. The deck crew, led by Chief Officer Jim Stengel and ABU Frank Jackson, provided extra lifesaving gear and manned the fast rescue boat moving through 25-30 mph winds and a 3-4 foot swell.

Captain Rich Laskey said "We were fortunate to be in the right place at the right time, as the rescue went perfectly." The 27-man crew of the 1,000-foot-long Speer, part of the Key Lakes-Great Lakes Fleet, performed with the utmost professionalism to assist in saving the lives of the fisherman.

To the Captain and the entire crew of the Edgar B. Speer, congratulations on receiving the AOTOS Award. Those three fisherman will never forget how you assisted them.



From left to right: Phil Fisher, Captain Rich Laskey, AB Frank Jackson, Don Kurz, and Chief Mate James Stengel



The Edgar B. Speer transiting through some ice.



From left to right: RADM Dee Mewbourne (the commander of MSC), ABU Frank Jackson, Captain Rich Laskey, Chief Mate James Stengel, and RADM Mark Buzby (the Maritime Administrator).



CAPE RISE ASSISTING THE USCG

On November 6, 2018, the crew of the Cape Rise hosted 29 USCG instructors and trainees from USCG Training Center Yorktown. The training was held for the students to get hands-on experience aboard a merchant vessel. The training placed emphasis on safety, lifesaving, and port state control regulatory inspections.

At one point, the instructors asked for the Cape Rise's blue book of ship's regulatory certificates to demonstrate what to look for in the documentation aspects of port state control verifications. Needless to say, the Cape Rise is always on top of their documents!

The best way to learn is to get firsthand experience. Thank you to the Cape Rise for providing this experience for many fine men and women. Keystone is always striving to strengthen our working relationship with the USCG.



Members of the United States Coast Guard from Training Center Yorktown aboard the Cape Rise.

WOMEN ON THE WATER CONFERENCE

Each year, in partnership with the Maritime Administration, a maritime academy will host the Women on the Water Conference. In November of 2018, Maine Maritime Academy hosted the 10th annual WOW conference in Castine, ME. This conference brings together hundreds of maritime professionals, licensed mariners and maritime academy cadets. We were also joined by RADM Mark Buzby, the Maritime Administrator. Keystone sent Cassandra Yurick, Tami Follett, and Katrina Walheim to represent and recruit.

In addition to attending informational sessions, Key Lakes sponsored a breakfast for all attendees and participated in mock interviews.

The ladies of Keystone were in awe of the amazing women that shared their stories. The experience of these women really ran the gamut, from harbor pilots to oil rig mates to shipyard engineers. Some of these individuals are pioneers in the industry and paved the way for future female mariners.

Thank you Maine Maritime Academy for hosting us! Hopefully Keystone will participate in many more WOW Conferences to come.



Cassandra Yurick and Tamara Follett with Katrina Walheim (First Assistant Engineer, Great Lakes Fleet)

CSA ENVIRONMENTAL AWARD DINNER

Keystone Shipping is a member of the Chamber of Shipping of America (CSA). On November 7, 2018, CSA hosted an Environmental Award Dinner in Washington DC at the Ronald Reagan Center. The ceremony was attended by several Keystone/Key Lakes sailors and shoreside personnel, as well as high-level Coast Guard officers, Maritime Administration, EPA and other government agency representatives.

Accepting the awards for the Keystone vessels were Andy Hake and Chief Engineer Peter Nee from the Cape Ducato. The Key Lakes vessels were represented by Jerry Walls and First Engineer Katrina Walheim from the Philip R. Clarke.

Recipients of the CSA Environmental Award:

M/V Cape Race	S/S Cason J. Callaway
M/V Cape Ray	M/V John G. Munson
M/V Cape Rise	S/S Philip R. Clarke
M/V Cape Decision	M/V Edwin H. Gott
M/V Cape Diamond	M/V Great Republic
M/V Cape Douglas	M/V Roger Blough
M/V Cape Ducato	M/V Presque Isle
M/V Cape Edmont	M/V Cape Knox



From left to right: (top) Jerry Walls, Andy Hake, Frank Pierson, Tim O'Connor
(bottom) Dave Carroll, Peter Nee, and Katrina Walheim.

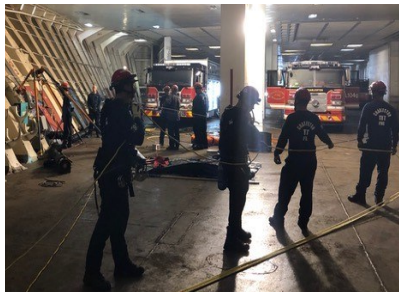
Congratulations to the recipients of the Environmental Award!
Thank you for your continued roles as stewards of the marine environment.

We appreciate all of your hard work to maintain these accomplishments.

CHARLESTON FIRE DEPARTMENT ABOARD CAPE DOMINGO



Firefighters assisting each other with confined space rescue tripod.



Charleston firefighters performing drill.



Charleston Fire Department onboard the Cape Domingo with two fire trucks.

In an ongoing effort to familiarize the Charleston Fire Department with the vessels, the Cape Domingo teamed up with the C.F.D. to perform a confined space rescue drill in November of 2018.

There is enormous value in using the Cape D's as a training platform for first responders, and the Charleston F.D. could not have agreed more. The C.F.D. hopes to become as comfortable as possible aboard vessels in the event of an emergency.

With all of the confined space possibilities at their disposal, the Charleston F.D. staged a rescue with the help of the Domingo's crew. The scenario was a rescue from the starboard pipe tunnel via the forward pumproom. The C.F.D. offloaded their equipment on B-Deck forward, ensuring easy access and suitable room for additional training.

The day's events were beneficial to everyone and introduced the C.F.D. to our six MARAD ships in Charleston. Job well done everybody!



Fire truck on B-deck.

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If you have any suggestions or comments please submit them to Captain T. O'Connor at toconnor@keyship.com or Cassandra Yurick at cyurick@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>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 or 5% improvement in the fleet</p> <p>Indicator: Annual measurement in our fleet</p>

BACK PAGE STORY HEADLINES

Posting Documentation

Keystone's personnel department has created a new system to track the required documents of all permanent crew members. This system will allow the office to notify personnel of upcoming expiration dates.

However, keeping your documents up to date is up to you! Some vessels in the fleet have reached out to the office, saying that posting documentation in the common areas keeps sailors aware of expiring documents.

We strongly recommend that vessels adopt this practice to help keep crew members in the loop.

If you would like a template of what to post, please feel free to reach out to Cassandra Yurick at cyurick@keyship.com or Frank Pierson at fperson@keyship.com.

