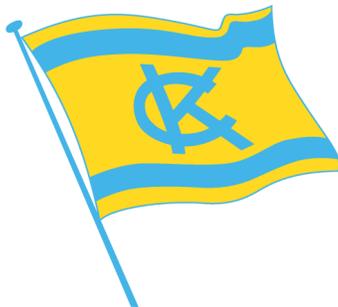


# SAFETY LINE



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## TA19+ - A "STRESS TO THE READY RESERVE FLEET SYSTEM"

On September 16th, 2019, Keystone was called upon to activate eight of its eleven Ready Reserve Fleet (RRF) vessels in what was the largest activation (exercise or not) since the Persian Gulf War in 1990 and the invasion of Iraq in 2003.

The turbo activation, dubbed "TA19+", ordered by the U.S. Transportation Command (USTRANSCOM), called for a total of 28 RRF fleet vessels to transition from Reduced Operating Status to fully crewed and Full Operating Status within five days.



M/V Cape Ray outbound Portsmouth, VA during TA19+

The turbo activation exercises are intended to provide an assessment of the readiness of U.S. sealift forces and ensure their readiness in times of need. Not only do they ensure that ships can meet their five-day readiness status, but also that their crews are prepared to operate alongside the Navy. This exercise aimed to determine the material readiness of the fleet and whether the commercial merchant marine, the operating companies assigned to manage the vessels and the maritime unions could provide sufficient crews to deploy the vessels with short notice.

Most activations usually include a small number of vessels, but this most recent one was described as a stress test to test the readiness of the RRF. "These exercises typically involve only a few ships, but this event targets 28 vessels for activation to provide a better assessment of the readiness of U.S. sealift forces than can be accomplished with fewer activations," USTRANSCOM said in a press conference.

Keystone is proud to announce that all eight of its vessels met their sail date of Saturday, September 21st. These vessels were the Cape Decision, Douglas, Ducato, Edmont, Kennedy, Knox, Race and Ray. To put it into perspective, of the 28 vessels that were activated, 23 of them were able to meet their sail date. This turbo activation took a tremendous amount of time and effort from all of our mariners, not only those on the activated vessels, but those on the vessels which were not activated, since they assisted as well. In addition, the Keystone Office staff worked around the clock in order for all vessels to be ready to go. Job well done to everyone at Keystone for getting 100% of our vessels out on time!

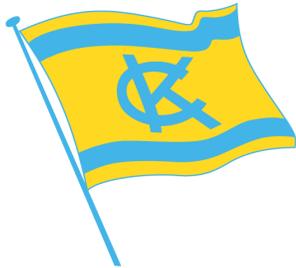


M/V Cape Decision sailing during TA19+



Cape R vessels ready to depart for TA19+

# KEY LAKES FLEET LAY-UP



The Key Lakes Fleet on the Great Lakes initiated the Winter Lay Up process slightly earlier than normal this year beginning with the first three vessels arriving at their lay-up berths in December. This was not due to excessive ice this year, but rather the timing required to complete the hauling obligations and shipyard requirements due to available Dry Dock dates. The ice situation was one of the lowest amounts of ice ever experienced through the Soo Lock closing on January 15th, 2020.

The M/V Great Republic arrived in Toledo, OH on December 13th, 2019, with the 1,000-footer M/V Edgar B. Speer arriving at Sturgeon Bay, WI shipyard on December 14th, 2019. Both ships are slated for dry-docking during the winter months for their five year inspection.

The S/S Arthur M. Anderson also entered Toledo Harbor on December 17th, 2019.



Stern of the M/V Great Republic in Dry Dock



M/V Edgar B. Speer and Roger Blough at Bay Ship



M/V Great Republic in Dry Dock in Toledo, OH



Gate & Hogback replacement inside the cargo holds of the S/S Philip R. Clarke while in lay-up



The Lay Up docks are as follows:

- Toledo: M/V Edwin H. Gott, S/S Philip R. Clarke, M/V Great Republic, S/S Arthur M. Anderson
- Sturgeon Bay: M/V Edgar B. Speer, M/V John G. Munson, M/V Roger Blough
- Erie: M/V Presque Isle, S/S Cason J. Callaway

Steel replacement and renewal will be taking place along with several engine overhauls in addition to the dry-docking and normal winter work projects, our Project Team and Port Service Teams are on site performing an enormous amount of work between now and approximately March 22nd/23rd, 2020, when the vessels will leave and head north to wait in line for the Soo Lock opening at 00:01 on March 25th, 2020.

Thank you to the entire crews of all vessels for a safe and successful winter lay-up period. This can be a very tough time with ice playing a major factor as well as two-months of off time on the horizon, it takes extra effort and determination to work safely and without incident and every vessel accomplished that during this year's lay-up period.

### OPERATION ARCTIC ANVIL: M/V CAPE RISE

While the M/V Cape Rise was finishing up in the shipyard in Tampa, FL for her regulatory dry-docking, Keystone received a notification from MARAD on July 25th, 2019, to activate for mission "Arctic Anvil" in order to load U.S. Army cargo in Anchorage, AK to be delivered to the Gulf Coast. The vessel's crew and the Keystone office staff operated quickly and efficiently and were able to get the Cape Rise fully crewed and ready to go on time.

The Cape Rise departed Tampa, FL on the night of August 5, 2019 and started to make her way to the Panama Canal. Once through the Canal, the Rise arrived at the Port of Anchorage around 1000 on August 22nd. At the Port of Anchorage the Cape Rise and Cape Hudson, which was also on the mission, loaded approximately 1450 military vehicles and 440 equipment containers.

Operation Arctic Anvil was a large scale Joint Readiness Exercise (JRE). This JRE was an opportunity to validate the capabilities and readiness of a multitude of Integrated Partnerships while

demonstrating a rapid deployment to a global response initiative to any national defense mission. Challenging training events like the JRE strengthen unit cohesion and improve tactical proficiency.

On August 23rd while still in Anchorage, the day began with a tour for MARAD of the JRE operations and the observation of Logistics Over-the-Shore (LOTS), which are exercises that test for increasing capability proficiency in taking combat forces and bringing them into a degraded port, or potentially conducting a beach landing in a short time frame. These exercises require teamwork, commitment and help maintain a high level of operability and enhances military-to-military relations and joint combat capabilities.

The Rise successfully offloaded all equipment in Gulfport, MS on September 18th, 2019. A job well done to the crew of the Cape Rise, specifically Captain Cal Chapman and Chief Engineer Dan Scrivanich! This mission was a great example of Keystone's capabilities in assisting our U.S. Military with their operations.



Cape Rise loading military vehicles and equipment containers in the Port of Anchorage, Alaska

### M/V CAPE DECISION— "SHIP'S LIBRARY" CONVERSION

Captain Alec Cunningham and the crew of the M/V Cape Decision have recently converted the old officer's mess into their very own "Ship's Library"! Captain Bristol, Chief Mate Cunningham's mentor, was kind enough to donate some great material after he moved into a retirement facility at the age of 90 including an array of remarkable maritime books and a very nice, Lord Nelson trestle table, perfect for opening audit meetings and sea trial dinners.

Captain Cunningham's vision was to create a space for Cadets to study as they normally have limited space that fosters learning. During the weekend of January 11-12th, Captain Cunningham's vision came to fruition when Second Assistant Engineer Michael Christensen was able to comfortably and quietly study for his USCG exam to upgrade to First Assistant Engineer!

Well done to Captain Cunningham for his strong team leadership in making this happen as well as the crew of the Cape Decision for all of their hard work!!



Before: Old Officer's Mess that was no longer in use



After: Cape Decision's new "Ship's Library"



2nd Asst. Engineer Mike Christensen christening the library with the first study session!

## OPERATION HAVOC DAWN—M/V CAPE DECISION

Operation Havoc Dawn kicked off on Tuesday, October 29th, 2019 with loading and unloading approximately 35 pieces of military cargo and also included training by the 841st Transportation Battalion of Joint Base Charleston. The exercise lasted about three days and was held on the M/V Cape Decision located in Charleston, SC.



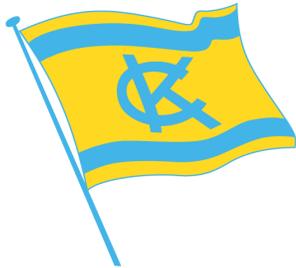
M/V Cape Decision Master Alec Cunningham briefing soldiers

The crew of the Cape Decision was able to provide several guided tours of the vessel for those soldiers who had completed their training revolution early.

The Cape Decision, along with all vessels in the Ready Reserve Fleet in Charleston, provide a great training platform for the next generation of soldiers supporting our fighters overseas with operational logistics. The exercise culminated with a visit by First Lady Melania Trump and Second Lady Karen Pence at Joint Base Charleston. Well done to OIC/CE Doug Blake and Captain Alec Cunningham and to the crew of the Cape Decision on a successful training operation!



Military cargo stowed on the Cape Decision



## KEYSTONE WINS AMERICAN MARITIME SAFETY AWARD FOR 2019!

American Maritime Safety (AMS) held their annual membership meeting on October 17th, 2019 at The Yale Club in New York City. AMS is a non-profit maritime trade association that facilitates the maritime industry's compliance with international shipping protocols and U.S. Coast Guard regulations. The AMS consortium is comprised of more than 400 vessel owners and operators. It is the leading maritime industry association specializing in regulatory compliance in the United States.



Keystone's Marine Personnel Manager Frank Pierson receiving award from General Counsel of American Maritime Safety. Lee Seham, Esq.

The Advisory Committee presents member companies with Safety Awards in recognition of their dedication to preserving the marine environment and promoting safe vessel navigation, operations and maritime work practices.

These Safety Awards are designed to recognize operators for their proactive efforts toward achieving safe and responsible vessel practices.

This year Keystone received the "American Maritime Safety Award", which recognizes the implementation of a drug and alcohol awareness program for crewmembers that perform safety sensitive functions on vessels calling at U.S. Ports.

Thank you to all vessels for consistently being in compliance with the USCG and AMS guidelines and to Jerry Walls, Tamara Follett, Rachel Romich, and Frank Pierson for implementing Keystone's strong Drug and Alcohol policy throughout this year and every year!



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## NEW KEYSTONE FLEETWIDE SAFETY RECORD—1.5 YEARS LTA FREE!

Through your efforts we are proud to advise that we have not sustained a Lost Time Accident (LTA) in our Fleet since July 24, 2018!

For this most recent calendar year of 2019 we did not sustain a LTA!

As of February 1st, 2020, we have achieved 1.5 years (556 consecutive days) and 3,381,511 man-hours without an LTA!

Our hats go off to all of our mariners in the Keystone and Key Lakes Fleets who have collectively achieved this notable milestone!

Our office team continues to preach that safety is paramount to all vessels within the fleet and this incredible statistic shows each and every crewmember has taken our word to heart. Achieving such a wonderful feat is no easy task and it takes hard work and dedication not only from the Masters and Chief Engineers, but every single position on each vessel.

Let's keep up the good work and continue to make 2020 an LTA-free year as well!!!

## CONGRATULATIONS!!!

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## COAST GUARD TO MAKE MARINER EXAMINATION CHANGES

On January 15th, 2020, the Coast Guard announced that the National Maritime Center (NMC) will implement several changes at all Regional Exam Centers (RECs) in an effort to provide consistent, quality customer service to all mariners.

The following changes will take effect on April 6, 2020:

- Walk-in services for examinations will no longer be offered.
- All examinations must be scheduled at least two business days in advance.
- After receiving a letter from the NMC indicating you are approved to test, schedule an examination by one of the following:
  1. Using the Schedule Exam/REC Appointment link (<http://booknow.appointment-plus.com/pgkb6j4/>) on the examination page of the NMC Website.
  2. Calling the NMC Contact Center at 1-888-IASKNMC (1-888-427-5662).
  3. Contacting the NMC Contact Center by chat via NMC Website.
- All RECs will have two examination periods daily, a 3.5-hour a.m. (morning) session and a 3.5-hour p.m. (afternoon) session with a minimum 0.5-hour break between sessions. (See the REC webpage for specific hours)
- Mariners who finish a module early may take additional modules during an examination period but will not be given additional time to complete the extra modules. Requests for additional modules during a specific examination period are coordinated with the REC staff at the time of examination.
- There will be no changes to the First Class Pilot examination process.
- Appointments are highly recommended for all other services. See the REC Webpage for facility access requirements.

Should you have any questions or concerns please visit the "Examinations" or "Frequently Asked Questions" webpages, or contact the NMC Customer Service Center by e-mailing [IASKNMC@uscg.mill](mailto:IASKNMC@uscg.mill), by using the NMC online chat system, or by calling 1-888-IASKNMC.

## KEYSTONE/KEY LAKES SENIOR STEWARD SEMINAR PROGRAM

In May of 2019, currently our last two Key Lakes permanent relief Stewards, Sheldon Brown and Daniel Felicitas, went through the Senior Steward Class at AMO Star Center in Dania, FL. As usual, Shanon Agor and Alison DiPasqual (formerly Escalante), and their galley crew spent three weeks with our Stewards to show them healthy alternatives in the preparation of foods and provided nutritional information as well.

Both Sheldon and Daniel did outstanding jobs and proved to the Office Staff, AMO Plans, as well as the AMO Great Lakes Representatives John Clemons and Joe Brown, that the continuous training in our galleys is well worth the effort for all involved.

With Alison currently on maternity leave, there will be a break in the continuous training. Nonetheless, both Alison and Shannon continue to work on the development of the Master Program. Congratulations to Sheldon and Daniel who join our Stewards in the Senior Certification!!



Sheldon sautéing veggies



### Sheldon's Menu

- Chicken and Jackfruit Bolognese: Lentil Pasta, Cauliflower
- Jerked & Grilled Pork Tenderloin, Date BBQ Sauce: Vegetable Brown Rice Pilar, Broccoli Crowns
- Island Grilled Salmon: Coconut-Curry Cous Cous, Melon Salsa, Zucchini



### Daniel's Menu

- Orange & Herb Marinated Airline Chicken Breasts: Pineapple-Mint Cous Cous, Grilled Asparagus
- Bun-less Salmon Burger: Greek Salad, Low Fat Garlic Aioli, Sweet Potato Jojo
- Grilled Flank Steak, Enchilada Stuffed Zucchini Boats: Spanish Brown Rice, Pico De Gallo & Lime Crema



Daniel ready to explain his food choices

## HOLIDAY CHEER ABOARD CAPE D'S IN CHARLESTON , SC



Over the holidays, Cape Ducato Steward Ed Collins whipped up quite the Christmas Feast for crewmembers of the Cape D's to enjoy!

Steward Collins made prime rib, ham with all the trimmings, shrimp cocktail, stuffed crab appetizers, and a variety of delicious desserts. Steward Collins outdoes himself on every holiday and this year was no different. He takes pride in his work and his efforts were appreciated by all.

Pictured, starting front left and moving clockwise around the table: Ducato Chief Engineer Peter Nee, Fleet Engineer Mike Walsh, Ducato 3AE Tim Baldt, MARAD COR Gerald Bradley, Edmont 3AE Gianfranco Mahalik, Decision 1AE Ben Rae, Edmont 2AE Tara Weber, Ducato 1AE Kristina Belyea and Edmont Chief Engineer Paul Renaghan.

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**2020 ENVIRO TARGETS**



**If you have any suggestions or comments please submit them to  
Captain T. O'Connor  
toconnor@keyship.com or  
Frank Pierson  
fpierson@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 and continuous energy efficiency improvement in the fleet</p> <p><b>Indicator:</b> Annual measurement in our fleet</p>

**AOTOS 2019 SHIP SAFETY ACHIEVEMENT AWARD: M/V GREAT REPUBLIC**



Key Lakes Fleet Port Engineer Mike Peterson receiving the Award

At approximately 2030 on February 16th, 2019, a fire broke out on the M/V Saint Clair, a 770-foot Laker vessel laid up for winter work adjacent to our Key Lakes M/V Great Republic at the CSX Torco dock facility at the Port of Toledo. There was no cargo stowed on either vessel at the time of the fire. However, a sizable amount of ship's fuel oil was on hand on both vessels thus posing a risk of oil pollution.

The Great Republic responded immediately and professionally. Our team's response was lead by Key Lakes Port Engineers Aaron Pitrago and Mike Peterson. They used all means available to notify Shipkeeper Sam Buchanan, Shipkeeping Engineer Kodie Layman and Assistant Shipkeeper Brian Smith, who were then subsequently joined by the fire chief from the Toledo Fire Department.

At the prestigious AOTOS Dinner on November 1, 2019 in New York City, Keystone was presented the 2019 Ship Safety Achievement Award for Aaron and Mike's quick and professional response to the fire. Congratulations on a job well done Mike and Aaron!