

Opening Remarks

I do not want to produce too many updates and run the risk of diminishing their value (if that's possible). However, there were some events that happened this week that were worthy of sharing.

ConocoPhillips and Polar Tanker News

First Quarter Earnings Call: On April 30th, ConocoPhillips held a first quarter earnings conference call with investors. Listening to the question and answer section of these calls can be much more informative than the press release. Some relevant information gathered from this call was as follows:

- An investor asked how exploration has been affected in Alaska. Matt Fox responded to this saying that two of the four exploratory wells were drilled on the Willow Project before shutting it down due to COVID concerns. The results from these two wells met expectations for this potentially large ANS expansion operation. Additionally, Mr. Fox stated the company is still in the concept selection stage determining the design and size of this potential development. As of this time, ConocoPhillips is still working toward a final investment decision on this project by the end of the year. Ryan Lance added that COP expects to receive federal and state permits for the Willow Project sometime this summer.

ANS Production Curtailment: ConocoPhillips announced that it will be temporarily cutting ANS production by 100,000 barrels per day. This is a short-term action in response to the present market conditions. Chris wants to assure mariners not too worry about impacts from this decision. The marine management team is presently developing a plan on how to manage this situation. The move will temporarily make us long in tonnage which will influence near-term operations, but it will not affect us in the long-term. Chris asked us to stay focused on safe operations and be confident that this will work out. He said that once the dust settles a bit, that the MMT will likely host a townhall meeting next week to keep everyone informed. One of the potential short-term changes is which ship will carry the export cargo to China. Presently, the focus is shifting the cargo from the Adventure to the Endeavour.

Industry News

ATC/OSG will also be sending the Alaskan Navigator with an export cargo to China. Additionally, this company will be bringing in a foreign flag vessel for an ANS export cargo.

Per a GCaptain article, 43 million barrels of Saudi oil is expected to arrive for delivery in the U.S. by May 24th. That said, some customers have cancelled deliveries due to the higher freight charge resulting from increased charter rates. Both Saudi Arabia and Iraq, the top two OPEC oil

producers had removed freight protection provisions from their sales contracts which influenced these decisions.

History Notes – World War II Service

The ships and crews of the Atlantic Refining Company were deeply involved in World War II. The War Shipping Administration (WSA) was set up as an emergency agency February 7, 1942. The purpose of the WSA was to purchase and operate civilian shipping tonnage the U.S. needed for fighting the war. The entire fleet, all twenty-six vessels, eventually twenty-nine, were requisitioned for use by the U.S. Government. Out of the twenty-nine ships, six were lost to enemy action, with a loss of ninety-seven men.

During World War II, Atlantic vessels and their AMOA officers carried crude oil and finished products on most of the shipping lanes of the world, including uncharted paths to strictly-Navy-made ports.

Fleet Council News

The fleet council recently conducted a conference call. Three of the agenda items discussed in this meeting were as follows:

- **Electronic Balloting Initiative** – The Association has been interested in pursuing electronic balloting for elections and other administrative needs. We initially thought that this would require a bylaw change. However, in analyzing the bylaws, I felt that the relevant sections covering balloting could be applied to either a written or electronic ballot process. The legal opinion of our attorney was requested, and he agreed with the analysis. He said the OLMS, the Office of Labor Management Standards has provisions for balloting, including electronic balloting. As a Supervisor’s Union, we do not fall under the Labor Management Act. That stated, it is in the Association’s best interest to maintain the adoption of these standards. The attorney also recommended that the Association should pass a Fleet Council resolution authorizing the use of electronic balloting. As a result of these discussions, a document is being produced that compares the selected electronic balloting site against the OLMS standards to ensure the site meets or exceeds these provisions. Once this is completed, it be authorized by the Council and we will proceed with electronic balloting.
- **A Seniority Maintenance Clause** – Having some type of seniority maintenance provision has been discussed for some time. A provision of this nature would allow a member to pursue a COP opportunity outside of Polar Tankers and then return without accrual or loss of seniority. The company has left this decision up to the Association as long as the company can back fill the positions as required and also have the discretion to re-hire an individual based on company needs and relative qualifications. Based on survey results, the membership was generally supportive of this concept within certain parameters. At the time of contractual negotiations, the council chose not to pursue including a

***Your Fleet Council** – Kent Anderson (D), Drew Brown (D), Adam Estabrooks (Vice Chairman), Pete Feeney (Chairman), Mark Middleton (D), Brian Ross (Secretary/Treasurer), Leiden Tochtermann (D)*

provision of this nature into the contract and instead addressing it as a bylaw addition in the future. There were several reasons for this, but we determined it to be in the best interests of the Association. At any rate, members should be seeing one more survey in personal email to advance this concept forward. The survey contains additional details that will hopefully give this provision more clarity and definition. Your participation in this survey would be greatly appreciated. From the survey, an electronic vote on a bylaw addition for this provision will follow.

- **2020 Delegate Elections Timeline** – The timeline for the 2020 Delegate elections was discussed. November 1st was the date agreed to for the conclusion of the election cycle. Our bylaws lay out the timelines for seeking candidates and the voting process. Assuming we move forward with electronic balloting, the electronic process will be applied in such a manner to meet these provisions. There will be more to follow in a future update.

Ship of the Week – The Polar Resolution

The AMOA Update welcomes our newest addition to the staff. Field reporter Dave Delcamp contributed this update's "Ship of the Week" article.

Our Message

It's not that I was anxious to come back to work...but I was ready. Especially after spending the majority of my time off in a state of home quarantine. So, apparently, were the seven joiners I spoke with when waiting for our ride to show up and drive us to the Chevron terminal in Richmond, Ca. Truth be told, given the massive joblessness in our country as a result of this pandemic, I think there was a sense of relief over having a job to go back to. As the security van brought us down a dock that usually accommodates several other ships, it was particularly eerie to see just one ship. It sat there all alone in the distance, at the end of a long, vacant, once bustling dock: tall and proud with that unmistakable blue hue. Just one ship.

But it was our ship. Our home. Our company.

The sentiment was unspoken. This wouldn't be "just another tour." With so much having changed in the world: with so many of our countrymen and women suffering from unemployment, uncertainty, fear or...God forbid...the virus, this tour would be different.

Like everyone else, I find myself helpless in my desire is to fix this. To somehow strangle the life out of this virus that has wrought so much devastation. My lot in life dictates otherwise. Standing beside the floating behemoth that is my ship, loading luggage into a cargo net while preparing to ascend the gangway, I was reminded of exactly how small I really am in the big picture of things. After careful reflection, though, I was also reminded of that mantra which has become so famous throughout the New England area I call home..."Do your job."

Which means crossing every “T” and dotting every “I” where safety practices and procedures are concerned.

Which means living up to our SPIRIT values and the exceptional reputation Polar has cultivated over the years.

Which means to put one foot in front of the other, stay within yourself and watch out for one another.

Which means holding the line and carrying on in the exact location where the buck has stopped.

These are precisely what I intend to do for my displaced office compatriots in Houston, for each of my shipmates, for my family and with solemn regard for those Americans who no longer have jobs.

We now live in a world that’s been turned upside down. From the taxi driver who rushed toward me at the airport, anxious for a customer, to the sparsely populated roads through downtown San Francisco, to the hotel manager who made a point of coming out and welcoming me in person and thanking Polar Tankers for our business as I checked in. Looking in their weary eyes, I wanted to hug them all and give them hope. Realizing it wasn’t mine to give, I tipped the hell out of them, the restaurant owners and the maids, hoping it would suffice for now.

God willing, this won’t last. But until things improve, there’s an unspoken message we can communicate through our actions. It’s the same one that every trucker, grocery store employee, health care worker and home-schooling parent would want the world to know. And, being sailors, it would normally be accompanied with a furrowed brow and steely eyed stare.

That message would be: “Don’t worry, we got this.”

Closing Remarks

I will be actively searching for more field reporters, so please be forewarned. After reading Delly’s contribution, one image came to my mind—it is possibly Dave’s grandfather.

Best regards,

Pete Feeney

Cell: (360) 201-4113

Office: (207) 666-1316

E-mail: amoachairman@gmail.com



Your Fleet Council – Kent Anderson (D), Drew Brown (D), Adam Estabrooks (Vice Chairman), Pete Feeney (Chairman), Mark Middleton (D), Brian Ross (Secretary/Treasurer), Leiden Tochtermann (D)