

Opening Remarks

These are trying times and for our mariners out there on the front lines, please know that the unique conditions you are operating in, is not forgotten. I have heard several comments on how well everyone on the vessels have been proactively managing this extraordinary situation. We are all hoping for a return to some sense of normalcy soon.

ConocoPhillips and Polar Tanker News

Corporate News: On May 12th, ConocoPhillips held a virtual annual shareholder meeting. In listening to the meeting, there was not any breaking news. There were three items for shareholders to vote on:

1. Approval of the thirteen board members for a service term of one year.
2. Ratification of Ernst & Young as the independent registered public accounting firm.
3. Approval of the Executive Leadership Team compensation package.

There were a few interesting questions posed by shareholders. One question was asking if ConocoPhillips would publicly commit to not drilling in the Arctic National Wildlife Refuge. Part of Ryan Lance's response mentioned the company's focus areas in Alaska are the western North Slope and Kuparuk field. He finished responding by stressing that COP maintains its commitment to protecting the environment. Following the question and answer period, the voting was closed, and all three measures passed.

Decisions on voluntary curtailments are being made on a month-to-month basis by the ELT. The present ANS 100,000-barrel curtailment is for the month of June.

The Houston office partially re-opened May 11th with only ten to fifteen percent of the personnel. The Polar team is presently limited to MMT members, staffing, and a few others.

Engineering News: Budget preparations are on the front burner. The corporation advanced the budgeting process this year. There are multiple components to this, but two focus areas are "Four Plus Eight" budgets and Long-Range Planning. The "Four Plus Eight" budget process reviews the costs over the last four months and projects out the budget in the remaining eight months of the year. The Long-Range Planning mainly looks at the next five to six years but also projects out into the distant future. In June, the Polar team will remotely present the budget for approval to Joe Marushack, President of COP Alaska.

Rob Noyer has been working with the I.T. personnel in helping manage the transition of VSAT communications to the new provider. The process is getting closer. The existing antennas will be used but the underdeck equipment is getting changed out. The requisitions have been created and final approval by the Corporate I.T. people is in process. Once the equipment is received, a mockup of the new system will have to be first tested in Bartlesville lab prior to its installation on the ships.

HSE News: During the SEMT meeting, a discussion was triggered from one of the ships mentioning that part of the safety meeting time was taken for vessel letter and maintenance bulletin review based on the volume of correspondence that has been issued to the fleet. It was mentioned that a similar comment had been made during the MET meeting. The sentiment in the SEMT meeting was that the office personnel are sensitive to the number of vessel letters and maintenance bulletins that are issued and try to minimize them. However, a lot of recent events have unfortunately required a proportionate response from the office. The practice of taking the meeting time to discuss the correspondence was praised. This position is allowing me to participate in meetings and activities that I historically have not been involved with. The weekly CAR meeting is a subtle part of the routine and does not get the same attention that the monthly MET and SEMT meetings get. That said, a lot of the policy changes and vessel letters are processed at this meeting. Based on the nature of our management system, all the corrective action requests submitted, whether vetting observations or shipboard requests, etc., require documented responses. I am not advocating for a reduction in CAR submissions. It is simply an explanation that office personnel are obligated to respond, and they get audited to ensure the documentation is in order.

A virtual spill drill led by Lynette Langlois and Brett Lowe was successfully conducted this week in lieu of the annual oil spill response exercise. The state regulators were satisfied and gave Polar credit for the exercise. The oil spill response exercises are one of those background activities that don't often get a lot of attention, but without the state regulators' approvals, we cannot conduct business.

Human Resources Information: Our resident "one-armed paperhanger," Janice Mansfield wanted to remind mariners to make sure that staffing gets copied on any license upgrade information in order to ensure that you are considered for any sail-up opportunities.

Operations News: The good news is that the commercial group is seeing some repair in the market and they are having some success in selling crude oil in the July window. As a result, the Polar Resolution lay-up period will only be from approximately May 21st until June 15th. Part of the push to get the Resolution back in service is to alleviate high inventory levels in Alaska.

Some unfortunate news is that U.S. Coast Guard has not relaxed the requirement for random drug testing. A marine safety bulletin (MSIB 10-20) was issued stating that shipping companies should try to use in-house personnel for testing. The bulletin was vague when addressing the COVID-19 pandemic challenges:

"The Office of Investigations and Analysis (CG-INV) will give due consideration to those challenges when deciding whether or not to initiate an enforcement action against marine employers."

That statement doesn't exactly give the reader the assurance needed that a drop in testing won't have negative consequences. As a result, the company will be making sure we stay in compliance.

Industry News

Suez and Panama Canals Cut Rates – Some vessel operators are opting for longer transits via the southern hemisphere based on reduced demand and low bunker prices. To avoid losing more business, both the Suez and Panama Canal Authorities have either reduced rates or offered temporary inducements to shipping companies.

BIMCO (bimco.org) is the world's largest direct membership organization for the maritime industry. One of its core services is to provide members with standard contracts and clauses for the shipping industry. BIMCO is projecting that there will be a prolonged need for floating storage of oil. Consequently, it has added floating storage contract clauses that cover such items as hull cleaning, additional vessel provisioning, caring for the stored cargo, etc. Oil prices are starting to recover but it will take some time to work through the current over supply situation.

History Notes – Origins of E-Class

In a conversation with Jerry Aspland (Arco Marine President 1985-1995), the design of the E-Class tankers was discussed. This may be common knowledge for some of you, but he stated the reason why ARCO opted for a redundant ship design was to have vessels that would not require Puget Sound tug escorts. At the time, it was felt that this design would facilitate that.

Fleet Council News

- **Electronic Balloting Initiative** – A fleet council resolution authorizing electronic balloting has been drafted. Following its review and approval by the council, electronic balloting will be put into practice.
- **A Seniority Maintenance Clause Survey Monkey Results and Feedback**- About half of the membership has responded to the survey. I will keep it open longer until there is a higher participation rate. There have been some great insights and feedback received so far. This is an issue that has a very small effect on the broader membership and following the analysis of the survey results, the council will decide on how to proceed.
- **AMOA Web Site Development** – The AMOA web site development is continuing and is close to being ready for review by council members. There is a photo gallery section of the web site. If there is a photo that you would like included, please email or text it to amoachairman@gmail.com. Pictures of ships are great but having pictures of mariners in action would be nice to complement the site. These photos can also be used for a calendar that the AMOA intends to publish this year.
- **Delegate Election Availability/Timeline** – Per the Association's bylaws, the fleet council officers shall produce a list of individuals eligible for election as of April 1st of the election year. As of this date, all members are in good standing and thereby eligible for

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)

running for a delegate position. Per the bylaws, there shall be a 45-day nominating window followed by a 45-day election cycle. Based on these two windows, the nominating window for delegate positions will begin mid-July.

- **Seniority List** – You should have recently received an updated Seniority List on Sunday 5/10/20. One omission from the list was Andrea West has upgraded her license to Chief Mate. Congratulations Andrea. An updated list will be sent following the next round of anticipated deck promotions.

Ship of the Week – Polar Endeavour

Brian Ross, Chief Mate on the Endeavour has contributed this week's field report. As part of shipyard preparations, the Endeavour is also currently undergoing some required ABS and USCG inspections. Thank you, Brian and good luck, to the Endeavour crew as she embarks on an adventure.

“An often-heard sentiment at Polar Tankers is that making the same run over and over can get a little, well, monotonous. While boring is what you want in the tanker business, as it means everything is going well, a little variety in destination and scenery would be occasionally welcome. However, in practice, as with many things in life, the reality can be a little daunting.

The Endeavour is gearing up for a long journey first to Zhoushan, China, then on to Singapore after cleaning the ship up for the shipyard. The crew, all freshly changed out, is looking forward to the variety in destination, but, like the rest of the world perhaps, feeling the uncertainty of the times acutely. Travel restrictions, quarantine periods, and distance from loved ones during a global pandemic weigh on everyone's minds.

Stocked to the bulwarks with enough Gatorade and water to last for months, the Endeavour and its crew grow more ready each day for the long trip across the Pacific Ocean to a new destination and the subsequent trip through the South China Sea to the familiar port of Singapore. Now if only Bali would open back up for travel right before the crew relief date...”

Closing Remarks

Mike Beaumont has elected to retire. I have a group of friends that assign their ages based on how many years they have been in retirement. So, with this analogy, Mike is a newborn with his whole life ahead of him. Congratulations Mike. We are all happy for you. Enjoy the path ahead.