

Opening Remarks

Happy Fourth of July. It has been a relatively quiet week on the shoreside front, but being we have half of our membership keeping the ships moving, here is an abbreviated update with the latest information.

ConocoPhillips and Polar Tanker News

COVID Precautions and Response – It is not exactly a news flash that there is a resurgence in COVID infection rates with Houston being one of the hot spots. There has been no official rollback from the Phase 2 operations, but people are being told to use their best judgement regarding coming to the office or working remotely.

A couple of vessels have received the face coverings. The anti-body test kits are still being anticipated.

Polar Endeavour Status – The Polar Endeavour finally discharged her cargo in China. The next major step will be doing a crew change in Hong Kong in the second week of July. The company is working with a local agent in Hong Kong for assistance. Joining crewmembers will be traveling together on a flight leaving SFO. Departing crewmembers will be required to leave the vessel and travel directly to the airport. The company has arranged for the joining crewmembers to have a COVID PCR test immediately prior to departing to Hong Kong. The test is being administered at the Martinez Care on Site Clinic July 6th.

Following the crew change, the vessel will then conduct clean-up operations followed by a second crew change. Sembawang has not reopened as of now so in my opinion, the situation is still fluid. The only certainty in the situation is that the Endeavour's documents expire in mid-August. If the ship is to commence its shipyard in early August, contractors and personnel attending the shipyard will need to self-quarantine starting within the next two weeks.

Ballast Water Treatment Systems – The third system, presently slated for the Polar Discovery, successfully passed its Factory Acceptance Trials (F.A.T.) tests in Houston. The Polar Adventure system is still in the warranty period and is being actively supported by DeNora service engineers.

Industry News

The International Safety Guide for Oil Tankers and Terminals (ISGOTT), 6th Edition: A new edition of ISGOTT was just published. There are some changes and shifts in focus areas to include more human behavior aspects of the operation. As a result, our company will be required to respond to these changes by aligning our policies with this latest guidance.

Singapore Entry Requirements: MarineLog posted an article July 2nd stating GAC Singapore, a global marine services company, reported that a joining crewmember was found positive for

COVID-19 on arrival in Singapore. The Maritime and Port Authority (MPA) of Singapore had to “muster significant resources to trace travelers who were in proximity to the affected individual.” GAC Singapore is concerned that a second incident could jeopardize crew changes in Singapore and urged shipping companies to monitor and check joining crewmembers to ensure that the two-week self-quarantine prior to traveling to Singapore is complied with.

Oil Barrels Are Coming Off the Water – As the recent discharge of the Endeavour is an example of this, a Hellenic Shipping News article stated that offshore oil storage has decreased from over three hundred million barrels to below one hundred fifty million barrels at the end of June.

History Notes

The Seaman’s International Union (SIU) and the AMEU – Looking back through history, much of the union activity ebbs and flows around major wartime conflicts. In wartime, the increased demand for sealift capacity has driven the need for mariners. Consequently, at the end of wars, a contraction of the industry has usually happened. In 1953, following the Korean War, this contraction spurred the SIU to seek new opportunities for its membership. The AMEU became its target. At the time, over one million dollars was spent by the SIU trying to take over representation of the unlicensed mariners. The attempt was ultimately unsuccessful. As a result of this challenge, the AMEU became one of the only independent tanker seamen’s unions to become certified under the Department of Labor.

Closing Remarks

Mike Beaumont’s last official day was July 1st. I chatted with Mike and wished him well in his retirement. He said it has been a privilege to work at Polar and with many great people. We were chatting about the retirement process. Mike has agreed to pass along any lessons he learns in the retirement process so I can share them with the membership. One quick tip was that by making his retirement date July 1st, he is covered under the company benefit plan until the end of the month. Had he made his last day on June 30th, his benefits would have ended the same day.

As a separate attachment, please find the latest seniority list. If you see any errors or corrections needed, please let me know.

Best regards,

Pete