

SEA CLOUD NEWS UPDATE

OFFICIAL CREW NEWSLETTER FROM
UNICREW MANAGEMENT LTD.



Foreword

INSIDE THIS ISSUE:

CREW CHANGE 2020

SAILING SCHEDULE &
CREW CHANGE

P3

CREW AT REST &
RECREATION

P4

SEA CLOUD SPIRIT
GALLERY

P5

INTERVIEW

P6

CRUISE NEWS

P8

JASON'S DESK

P9

Today, our biggest challenge is crew repatriation. With both Sea Cloud ships at Las Palmas, the uncertainty of whether our disembarking crew can make it home safe and smoothly remains a big worry. This is because our crew come from all over the world and finding connecting flights to their country from the Canaries / Spain is not easy. What complicates matters is that airports are running at reduced capacity. As a result, fewer airlines are allowed to operate, and there is a limit on how many flights these can offer their passengers.

All this makes the nightmare that is now crew change. When things were normal, crew change happened quietly and without any fanfare. Crew arrived and disembarked without a flutter. It all seemed so routine. Somebody was always leaving the vessel and somebody was always coming in as replacement. Flights and travel connections were made without batting an eyelid. All that changed one day without a warning. Now crew change is on everybody's lips. Nobody is talking about IMO's January 2020 Sulphur Emissions deadline any more. The entire shipping industry is now besieged with a far more urgent humanitarian crisis — crew stranded on ships for months together, unable to go home.

Every month some 100,000 seafarers are required to embark or disembark. But from estimates made available by the ITF, there are nearly 300,000 seafarers unable to disembark and go home after the completion of their contract. This means there is an almost three-month backlog in crew change. This situation is untenable for long. The crisis that we now see unfolding on several vessels will have a big long-term consequences for shipping. Seafaring may become a career choice of last resort and no longer attract bright young men and women.

Crew change has broken down, and it needs to be fixed if the global economy has to recover. Sure, a few ports are opened intermittently to allow ships to carry out personnel changes, but this doesn't come cheaply. In Asia, Hong Kong, Singapore and Dubai allowed unrestricted crew change, compelling several vessels to change course specifically for this purpose. But the complexity of such an operation is never fully understood by shipping agents and crew planners.

Hong Kong, Singapore and Malaysia have come to realise the pitfalls of allowing free access to all ships in the name of crew change. Even humanitarian gestures can be taken advantage of by unscrupulous elements. Hong Kong has now banned crew change except for ships that have

cargo operations in the port. And Singapore only allows crew change facilities to Singapore-flagged vessels, and that too under rigorous conditions. Malaysia has imposed a 14-day quarantine for foreigners arriving at Kuala Lumpur airport.

ITF general secretary Stephen Cotton says there has been some positive movement in the weeks since 15th July, but little progress by governments to bring in the practical exemptions and protocols needed to support crew change. "People have worked tirelessly in crewing offices around the world to find their way through bureaucratic mazes, and around canceled flights, to get crews home and onto the ships," says BIMCO, the largest membership organization for shipowners.

On the Sea Cloud fleet, what can we do to make life safer for our crew as we look forward to resume sailing in the future? In many ways, we are fortunate to have shut down operations in time and avoid a major disaster on board. This certainly shows we are pro-active in taking preventive measures. We also have several authoritative safety guidelines from the American CDC, the European ECDC, the EU Healthy Gateways guidance and the Norwegian health directorate's guidelines for coastal cruise. In short, we have a wealth of expertise to learn from. Consequently, we are much better prepared on how we can offer a safe atmosphere for our passengers and crew.



Sailing Schedule

There is no change in the sailing calendar of Sea Cloud and Sea Cloud II. Both vessels continue to be in lay-up till further notice. As per the last decision, cruises for Sea Cloud are cancelled till 8th October, and for Sea Cloud II till late September. Both timeframes are constantly under review depending on the situation.

As for the Sea Cloud Spirit, the maiden voyage and premiere season will start in the winter of 2020-2021 around the Canary Islands. For more details, download the latest sailing calendar from: <https://www.seacloud.com/en/virtual-catalogues/>

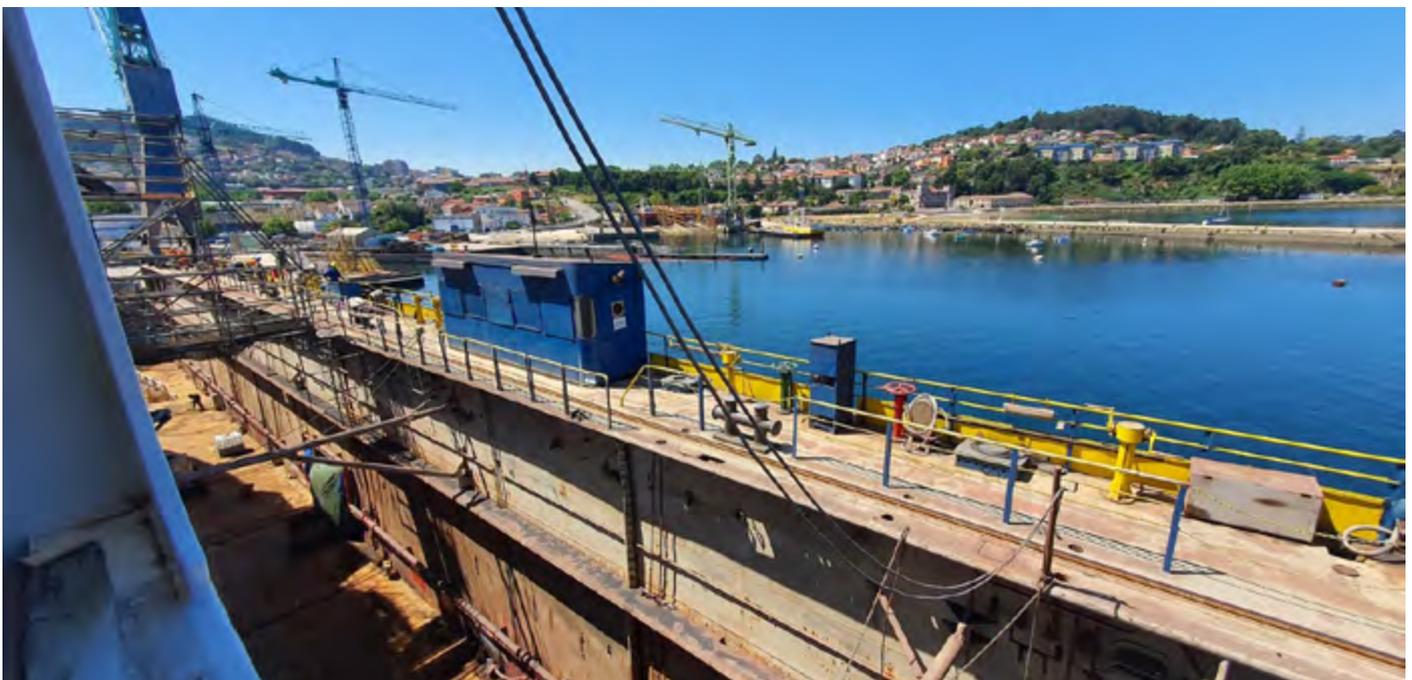
Crew Change July 2020 / Sea Cloud

CE Nenad Subotic, Joined, 3rd July
 Captain John Svendsen, Joined 12th July
 3E Dumitru Ticala, Joined 15 July
 3O Djorde Cvjeticanin, Joined 23rd July
 Bosun Mamikon Akopyan, Disembarked 3rd July
 CE Yuriy Konchak, Disembarked 4th July
 2E Alexandru Pirlou, Disembarked 4th July

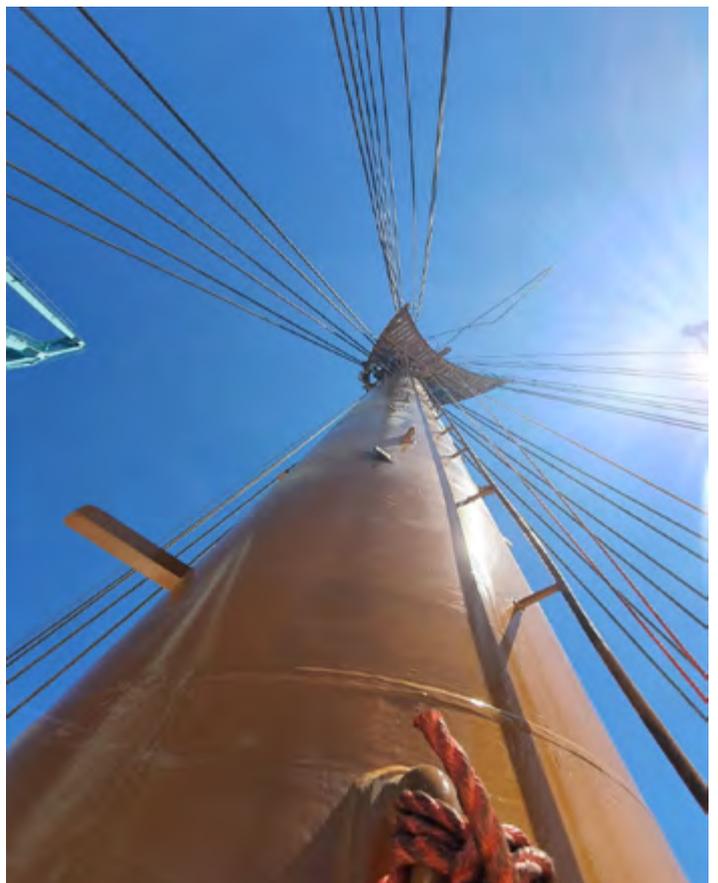
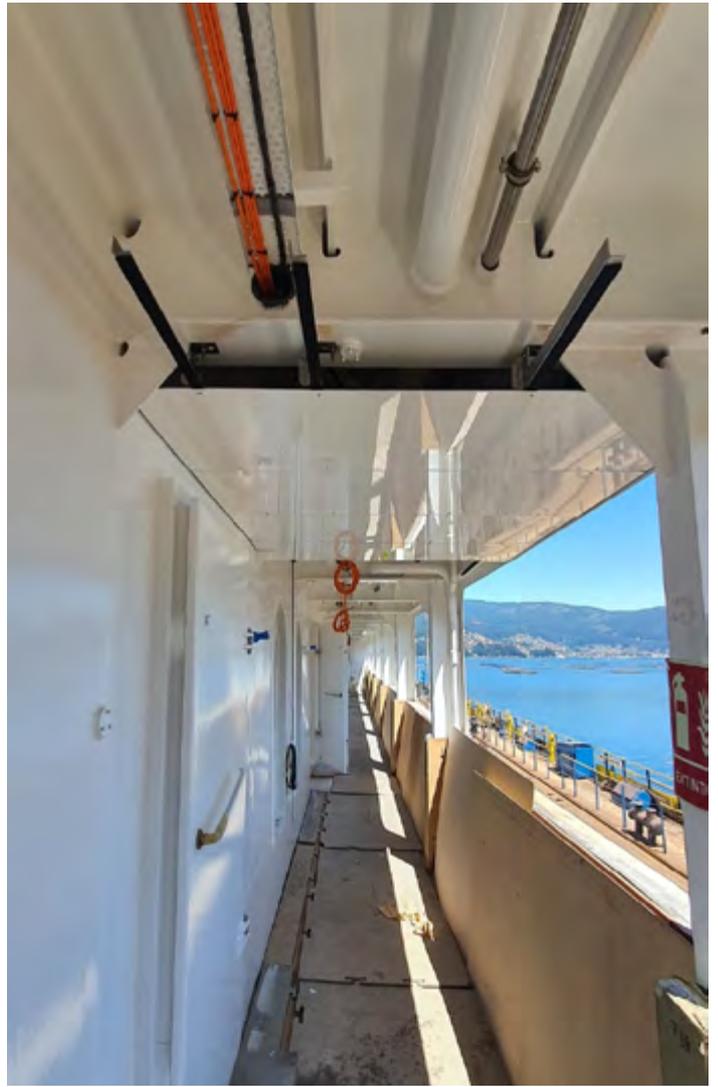
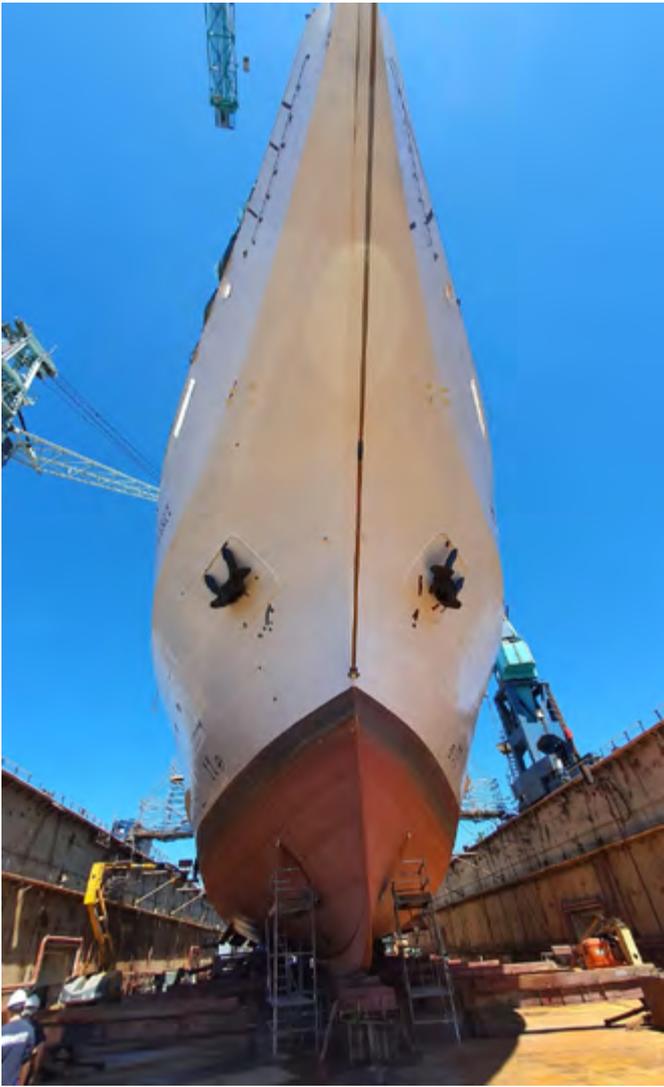
Laundry Head Rachele Cano, Disembarked 6th July
 Cab. Steward Milan Soriano, Disembarked 6th July
 Rigger Bernard Capacio, Disembarked 6th July
 Oiler Nelson De Lara, Disembarked 6th July
 Oiler Floriano Gara, Disembarked 6th July
 Captain Serhiy Komakin, Disembarked 16th July
 3E Belgin Amet, Disembarked 16th July
 3O Mykola Toporov, Disembarked 23rd July

Crew Change July 2020 Sea Cloud II

2O Tom van den Boogaret, Joined 3rd July
 Fitter Vice Cubric, Joined 4th July
 2O Vladimir Zaharia, Disembarked 4th July
 AB Felric Lasay, Disembarked 6th July
 Laundry Head Albert Sales, Disembarked 6th July
 Service Asst. Sandy Domingo, Disembarked 6th July
 Deck Hand Jon Wilson Lorono, Disembarked 6th July
 Rigger Clyde Taypa, Disembarked 6th July
 Fitter Wilfredo Sumayod, Disembarked 6th July
 AB Darwin Tago-On, Disembarked 6th July







Captain's Log

Captain John Svendsen of Sea Cloud is back on a new rotation of duty and overseeing preparations, repairs and overhaul on the vessel. He took the time to answer a few of our questions and also penned a short and evocative piece on his life during the lockdown.

While on vacation I had time to take on a few projects around the house. The most rewarding was building a raised garden and harvesting the first of many vegetables to come.

Having all the extra time off led to reprioritizing how to productive and focus on growth. As many of you know I love to eat and have found gardening as a household make the food taste even better.

I also discovered what it means to be a failure, foster failure, which led to many good memories to carry with me to the ship. A foster failure is when you foster a dog to assist a local animal rescue foundation and end up adopting the dog yourself.

His name is Captain and after only a short time at home he has become a part of the family. His



playful energy has brought much happiness at a time when it could have seemed different. I did not name him or pick him out, he chose me to be his person and came to me with that name.

When it came time to return to work I was concerned that it would be difficult, if not impossible, to fly to the ship. The Unicrew team assured me that I would be allowed to travel after meeting all of the requirements and having documentation in hand.

While checking in for my first flight it took an extra hour of confirming all the details and getting a supervisors permission and then I was off. While at the gate leaving for Madrid, Spain I again had to receive a supervisors to be allowed to board.

From there on I presented all my travel documentation at each checkpoint and was allowed to pass. When arriving on Sea Cloud Captain Komakin was very relieved to see that I made it safely to the ship!

— J. Svendsen

Q. These are unusual times for shipping and tourism. As Captain, what kind of leadership do you think is needed to deal with this crisis?

A. These are unusual times indeed, for shipping and tourism, with the added complexity of a global pandemic transforming the way the world looks at travel and goods being shipped around the world. During this time a Captain has to stay well informed and update the crew to the new guidelines in real time. As a leader I believe one becomes the example of what to do, how to express concerns and adjust to challenges in a straightforward and positive way. This requires consistency in words and action, adaptability to new realities and flexibility to meet the ever changing circumstances.

Q. What do you see as your main challenges as Captain in the months ahead?

A. With minimal manpower, we will face many

challenges. Balancing the maintenance projects to be done and the future transition to welcoming back our crew and passengers for sailing will prove to be the biggest of them all. On board we strive to make incremental improvements daily while still keeping up on the cleaning and sanitization routines. When the day comes to take the ship out, it will take all hands on deck! It will require all of the crew's experience, enthusiasm and determination to elevate the ship to her sailing glory once again.

Q. What is your personal advice to crew members on the steps they can take to make Sea Cloud sailing a safe and worry-free experience for all? What are the 2-3 measures you would ask the crew to follow?

A. For the crew sailing safely into the future, as always, pay attention to the details that have made Sea Cloud Cruises an exceptional experience. With the already established habits we will incorporate the new standards of prevention, cleaning / sanitizing and other measures to create an experience that will as worry-free as possible. Be flexible in adapting to the new way of



operating, making sure that we protect our crew and passengers with every action.

Wash your hands after touching any surface, if wearing gloves change them immediately upon touching anything outside your personal work station and avoiding touching your face.

As a role model to others sanitize your hands every time you pass a sanitation station.

Be a good listener, apply what is learned and be proactive as this will assist us in meeting or exceeding expectation in every instance.

Q. Is there reason to be optimistic that Sea Cloud will emerge from this crisis in better shape?

A. Sea Cloud and her crew remain optimistic that she will emerge from this crisis ready to sail with many enhancements improving the experience for the passengers and crew alike. We are taking on maintenance projects that would have otherwise taken many years to complete within the normal operating schedule. The additional cleaning, sanitation and service routines will make for a healthier environment for all.

CRUISE NEWS

Close shore sailing could help restart sea tourism

Big cruise took its first steps to restart operations with the TUI Cruises' *Mein Schiff 2* sailing from Hamburg on Friday, 24th July, with 1,200 passengers on board. The ship was supposed to tour the Baltics and return to Hamburg on Monday, 27th July, without stopping at any port. Two days later, Genting Cruise Line's *Explorer Dream* sailed from Keelung, Taiwan, on a four-day island-hopping cruise that touched briefly on the nearby islands of Peng Hu, Matsu and Kinmen, as well as making a brief stopover at the Hualien port on Taiwan's northeast coast.

This is the first time in four months since the Coronavirus outbreak that large ocean-going cruise vessels are setting out on fresh sailing missions. Even though the two ships set sail on opposite sides of the globe, they both did so under strict health protocol on board. Passengers on both vessels were asked to observe physical distance as much as possible, and be aware of the distancing, all food was served as opposed to buffet-type service, and strict sanitation and health checks were carried out on the ships.

Two important features remain common to both cruises. The first was the fewer number of passengers accepted on board. Both ships kept sufficient room capacity empty to avoid crowding. TUI's *Mein Schiff 2*, which usually accommodates 2,900 passengers announced it would be limiting occupancy to 60 percent and only accept bookings for cabins with balconies and suites. Genting's *Explorer Dream*, which normally carries up to 3,630 passengers also announced it would limit capacity to between 1,200 and 1,800 passengers.

Second, and more importantly, both cruises were sailing close to their home port and planned their itinerary in such a way so that they didn't have to sail into unknown waters. Most traditional cruise

destinations are still not ready to open their ports to large cruise ships so soon after the first wave of Coronavirus outbreak. Short, near-shore cruise trips are not only important confidence building measures for the industry but also a test run for developing air-tight health and safety protocols for longer cruises.

TUI plans a phased resumption of service with *Mein Schiff 1* scheduled to sail from Kiel, Germany on 3rd August. The company also plans to restart 7-day cruises to Norway in August and a 10-day cruise around the UK and Ireland. Carnival Corporation's AIDA Cruises is preparing for a resumption of service, moving several of its ships to Rostock and Hamburg to begin preparations.



Greece reopens six ports to cruise ships

Greece announced reopening of six ports to cruise ships on 1st August, signalling a return of cruise tourism for the 2020 season. These ports are Piraeus, Rhodes, Heraklion, Volos, Corfu and Katakolo. "Greece is the first country that is responding to the cruise industry and introducing health protocols," Tourism Minister Haris Theocharis stated in a letter to the Cruise Lines International Association, inviting all cruise ships to come and experience the magic of Greece.

Theocharis clarified that all six ports will remain open to cruise ships unless there is a significant rise in new Coronavirus cases reported at any of the destinations. Ships stopping at any of the ports will be subject to strict health and safety checks by Greek officials under the recently published EU Healthy Gateways standards. After completing clearance at the first Greek port, the cruise ships will be free to visit any of the other opened ports. The minister further encouraged late season cruise visits, emphasizing that the current cruise season will extend till the end of the year.



From Jason's Desk

This month, perhaps the most important news that I can think of giving the crew is the joining of our Masters on Sea Cloud and Sea Cloud II. Captain John Svendsen is on his first assignment as Master on Sea Cloud. He has considerable experience as Chief Officer onboard the Sea Cloud and the Elissa. The Elissa is one of the oldest tall ships sailing today and a floating museum at the Texas Seaport Museum. Captain Svendsen is no stranger to tall ships and remains a passionate ambassador of all things sailing.

“My interest in working with Sea Cloud Cruises began when I sailed with the late Red Shannon on the Eagle. His stories captivated my imagination and inspired a desire to work on board. I believe we will be a good fit, and I am excited to explore this opportunity,” he says about his new assignment. The late Captain Shannon, another American like Captain Svendsen, was Master on Sea Cloud between 1987 and 2009, when he retired from service. He was an iconic figure on Sea Cloud and a big influence on the Sea Cloud brand image.

Captain Christian Pfenninger joins as Master on Sea Cloud II. He is a Swiss national and has been with us since 2005. This makes him a Sea Cloud

veteran of sorts in some way. Since joining duty, Captain Pfenninger has been busy motivating the crew and supervising maintenance work on the vessel. “This period actually gives us a good opportunity to focus on jobs that could not be done when the passengers are on board,” the Captain says, adding that some of the repair and overhaul work would have been carried out much faster had the crew been available in full force. But where the crew falls short because of smaller numbers, it more than compensates with enthusiasm and motivation.

The lay-up on Santa Catalina pier at Las Palmas is like living in a protective bubble, the Captain reminds us, and that the return to sailing will bring its own challenges when it happens. But at least by then both passenger and crew would have the benefit of epidemiological knowledge and public health expertise on how to protect themselves and their fellow travellers from transmission. “One of the biggest challenges for us as crew will be to keep this discipline at a high level over a long period of time, without making our stress noticeable to the passengers,” Captain Pfenninger cautions us about the near future.

Photo Captions: Page 1, Crew change happening on a ship in Asia in June. Page 2, Cruise ship Diamond Princess when it was finally allowed to enter the port in Japan. Page 3, View from the deck on Sea Cloud Spirit at the Vigo Shipyard, Page 4, Crew from both Sea Cloud and Sea Cloud II have their meals together, and celebrate their birthdays together. Page 5, Sea Cloud Spirit getting the final touches at the Vigo Shipyard in Spain. Page 6, Weekend Barbecue lunch on Sea Cloud II. Page 7, Repairs and maintenance work on Sea Cloud. Page 9, Sea Cloud Spirit almost ready to set sail on its maiden voyage.