



# SEA CLOUD NEWS UPDATE

OFFICIAL CREW NEWSLETTER FROM  
UNICREW MANAGEMENT LTD.

Almost there, but not yet

## Foreword

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On Monday, 28th September, the Cruise Lines International Association (CLIA), the representative body for cruise lines, laid down a new set of guidelines for the return of cruising, adding that these protocols would allow for a safe and healthy sailing experience. Among the mandatory requirements was mask wearing, physical distancing, COVID-19 testing and increasing fresh air into ventilation systems. The main recommendations were decided by medical experts, health authorities, the CLIA and teams of doctors from various cruise lines. At a press conference, CLIA officials said they were inspired by recent European sailings, in particular MSC Cruises.

CLIA's new rules will be mandatory. Company CEOs must give it in writing they have implemented the rules before they can sail again. Cruising out of US ports is currently banned through a No Sail Order from the US Centers for Disease Control and Prevention (CDC) until 30th September, but the CLIA did not rule out a 2020-end resumption of cruising in the US. "It's possible that, with review, we could be on track to meet the industry extension date of October 31," CLIA president Kelly Craighead said at a press conference. Another CLIA official, Brian Salerno said the CDC's Request for Information represented a "ray of hope" and suggests that the CDC is

thinking about putting together requirements for cruising to resume. “We don’t have a specific time-frame from CDC, when that will be allowed. Obviously, we’d like to be able to salvage something of the 2020 season,” he said.

The CDC published an industry-wide No Sail Order on 14th March to restrict the embarkation of cruise ships. The order was further extended on 15th April. Eventually, the CDC announced a Request for Information (RFI) related to cruise ship planning and infrastructure, resumption of passenger operations, and other questions. This RFI requested comments from the public to be used to guide future public health guidance and preventive measures related to travel on cruise ships. Interested persons or organisations were invited to submit their opinion on a wide range of relevant questions. The RFI closed on 21st September with the CDC receiving over 12,834 comments from members of the public.

Between 1st March and 10th July, a total of 2,973 COVID-19 cases or similar illnesses were recorded on cruise ships, besides 34 deaths. CDC data shows 80% of ships within US jurisdiction were affected during this period. It was “probably the most difficult period in our industry’s nearly 50-year history,” said Carnival CEO Arnold Donald, adding that no other industry in the world is “shut down through regulatory edict.” Frank Del Rio, CEO of Norwegian, called it the “single most important challenge the cruise industry has ever faced.”

CLIA called testing a “critical component” of the return to cruising. Onboard air management that “mitigate risk through increasing fresh air into ventilation systems” was high on the list of mandatory safety measures. If a person tests positive on board, fast and safe disembarkation through prearranged logistics with port partners and destinations would be ensured.

The future of the entire cruise industry hangs in balance as the CDC’s No Sail Order expires this week. The cruise industry is pleading with the CDC not to extend the ban. The CDC is under pressure from the Trump administration to re-open the sector. But despite thousands of jobs and billions of dollars on the line, US return to cruising still remains under review.

## MSC is on the right course

MSC Grandiosa completed its fifth successful cruise since 16th August without a single case of COVID-19. The second ship to return, MSC Magnifica, will set sail on 19th October. The Magnifica will have a longer itinerary when she returns to sea with a series of seven cruises extending into 2021. MSC also extended the Grandiosa’s itinerary through the yearend.

MSC health and safety protocols which are the new benchmark for cruising, particularly those companies that wish to resume operations soon. The company has adopted a no-fuss, no-compromise policy in implementing its health and safety protocols. When the Grandiosa resume sailing from Genoa in Italy, 13 French tourists were denied boarding after one of the group tested positive for COVID-19. The entire group was denied boarding because they had travelled together on the same bus for their boarding.

MSC Magnifica’s sailing programme covers both West and East Mediterranean. The ship will set sail from from Genoa with calls at Livorno (for Florence and Pisa), Messina (Sicily), Valletta (Malta), Piraeus and Katakolon (Greece), Civitavecchia (Italy) before returning to Genoa. The 10-day itinerary is designed for guests flying in from Schengen countries because of better air connections to Rome and Genoa.

Not to be left behind, Costa, a subsidiary of Carnival, announced six limited edition cruises for Italian nationals starting in September, and new itineraries from October 2020 to March 2021. Costa’s winter season 2020-2021 will be open to European citizens. The company is working with governments and local authorities to offer a safe and positive sailing experience through the implementation of the Costa Safety Protocol in all destinations.

# CRUISE NEWS

## Sailing schedule cancelled

Sea Cloud Cruises last fortnight informed all booked passengers that the Caribbean season 2020 stands cancelled. However, this does not mean that one of the vessels will not cruise the Canaries if it is deemed safe and practical. Even though all scheduled cruises have been put off till April 2021, it depends on how quickly the situation improves and becomes safe for resuming cruise. As of now, cruising in the Canaries still remains a distinct possibility later this year and in early 2021.

In a heartfelt mail to all customers and travellers with booking, the Company cited fresh COVID-19 outbreak and new travel restrictions at short notice to decide against sailing in the Caribbeans this year. Almost all Caribbean island nations still do not allow ships to enter. Every port of call must have sufficient quarantine and health facilities for passengers and port staff, which is largely absent in the Caribbeans. Furthermore, most of these islands are classified as risk areas.

Regretting their decision, Sea Cloud Cruises stated that the 2021 season remains open and details of the same are available on their website and online catalogue. The Company is also working on the 2022 program and offered guests with 2020 reservations to change their booking for a later date. However, if the guests decided to cancel their travel plans altogether for the time being, they can claim full refund for their deposit.

As per the latest updates from the 2020 cruise ship orderbook, 10 ships originally set for 2020 deliveries are still due to enter the global fleet shortly, including Sea Cloud Spirit, MSC Virtuosa, Costa Firenze, Saga's Spirit of Adventure, and Quark's Ultramarine. According to reliable information, Sea Cloud Spirit will carry out sea trials for Engines in early November and sea trials for sailing later that month.



## Crew Change September 2020 / Sea Cloud

OS Benedick Cabales, [Joined 17th September](#)

OS Lueman Opanes, [Joined 17th September](#)

3rd Cook Romel Caibal, [Joined 17th September](#)

Oiler Dennis Duenas, [Joined 24th September](#)

Deck Hand Nathaniel Benitez, [Joined 24th September](#)

AB Rocel Concepcion, [Disembarked 18th September](#)

Carpenter Angelito Banglos, [Disembarked 18th September](#)

OS Dexter Boguat, [Disembarked 18th September](#)

3rd Cook Dennis Trinidad, [Disembarked 18th September](#)

Oiler Nicky Gono, [Disembarked 25th September](#)

## Crew Change September 2020 / Sea Cloud II

AB Roland Garciano, [Joined 17th September](#)

OS Harold Gregorio, [Joined 17th September](#)

Rigger Vilmor Gemongala, [Joined 17th September](#)

Breakfast Cook Christopher De Lara, [Joined 24th September](#)

Bosun Albite Segundo, [Joined 24th September](#)

Sailmaker Frederick Buala, [Joined 24th September](#)

Oiler Macario Datinguino, [Joined 30th September](#)

AB Adrian Libas, [Disembarked 18th September](#)

OS Allain Ramoso, [Disembarked 18th September](#)

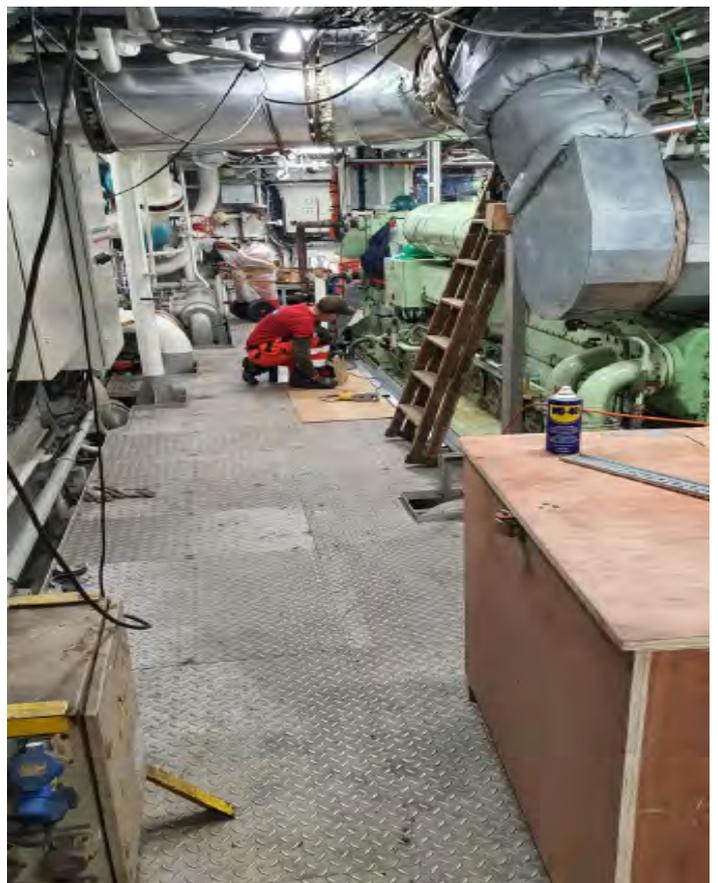
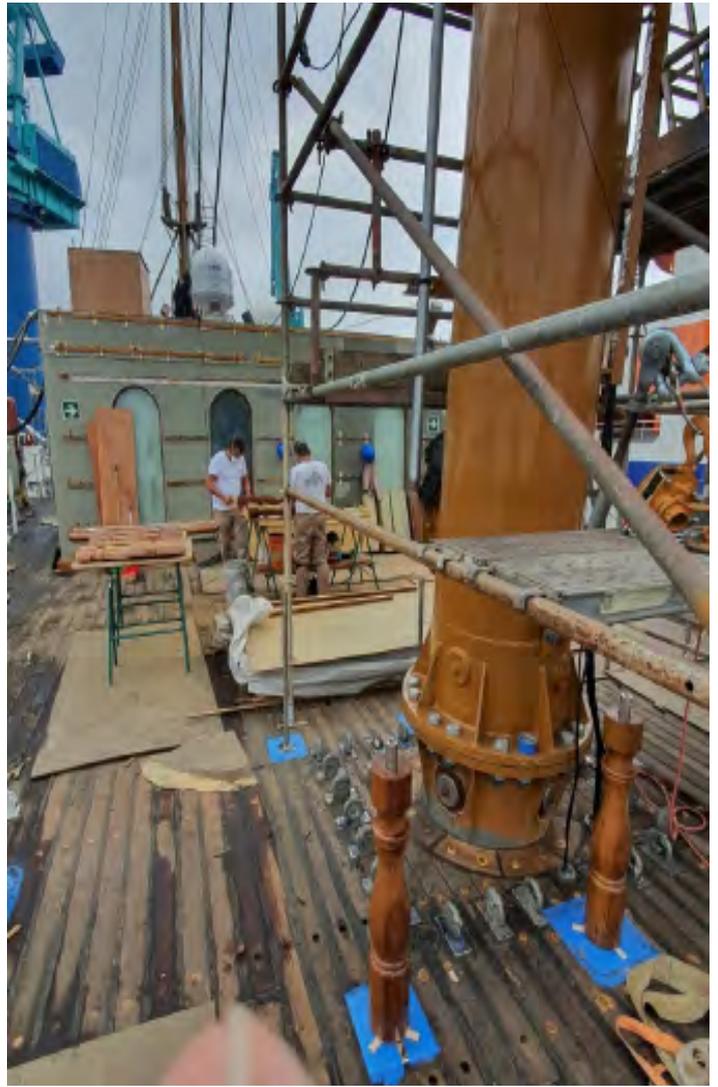
3rd Cook Alfred Bernardo, [Disembarked 25th September](#)

Bosun Martin Pacatang, [Disembarked 25th September](#)

Sailmaker Rito Gimenez, [Disembarked 25th September](#)

Oiler Hernanie Valenica, [Disembarked 30th September](#)





# CREW SAFETY PROTOCOL

## FOR ALL CREW MEMBERS JOINING SEA CLOUDS DURING COVID-19 CRISIS

### MANDATORY BEFORE DEPARTURE

- **PCR-RT Test (48-72 hrs prior departure)**
- **Face Masks (Disposable) 4-6 pieces**
- **Hand Sanitiser (minimum 70% alcohol)**
- **Gloves (disposable) 4-6 pieces.**

### Pre-joining

- Each seafarer must monitor their health during time spent at home and immediately before leaving to join a ship.
- Familiarize themselves with general information on Coronavirus (COVID-19) and infection protection and control precautions provided by national or local authorities.
- Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (e.g. hand-washing, avoid touching face, etc.) and food handling practices.
- Avoid close contact with any persons who are or appear unwell or show COVID-19 symptoms.
- Monitor body temperatures twice daily and keep records during the 14 days before travel and inform the Company or local representative or agent if they show symptoms.
- Inform the Company (local representative or agent) if they show any COVID-19 symptoms at home before leaving to join the ship.

### Transfer to airport

- Wear PPE as instructed for the duration of the travel (mask and gloves, face shield, etc.).
- Carry and handle your own luggage.
- Keep all relevant documents required for travel in a bag or compartment that is easily reachable and can be disinfected later.

### During flight

- Comply with all instructions and procedures of the airline and cabin crew.
- Maintain social distancing from other passengers on the flight, and sit with appropriate seat spacing.
- Comply with standard hygiene (e.g. handwashing, use of hand sanitizer, avoid touching face, etc.).
- Avoid contact with persons who show COVID-19 symptoms (e.g. cough, fever, etc.).
- Wear PPE as instructed for the duration of the flight (e.g. mask, gloves, etc.).
- Handle own luggage on board aircraft.

### Upon Arrival

- Comply with airport procedures and instructions, including health screening such as temperature checks.
- Comply with standard protection and hygiene (e.g. handwashing, avoid touching face, etc.).
- Maintain social distancing of at least 1.5 metres from other persons.
- Avoid contact with persons who show COVID-19 symptoms (e.g. cough, fever, etc.).
- Wear PPE as instructed in the port area as far as practicable.
- Avoid contact and interaction with other people on the quayside, gangway or in the launch.

### Onboard

- Monitor temperature before boarding vessel and every day thereafter.
- Practice shipboard self-distancing for at least 7 days after arriving on board.
- Maintaining social distance of at least 1.5 metres when working alongside other crew members.
- Wear face masks at all times when outside cabin and in public spaces.
- Avoiding all non-essential contact or close proximity with other seafarers and persons.
- Use external stairways/escape routes and walkways to move around ship, but only if it is safe to do so.
- Disinfect your own work areas, equipment and tools after use.
- Refrain from using any common areas on board, such as mess/day room, laundry or recreational areas when being used by others.
- Return to your cabin immediately after completing duty.
- Remain in cabin during rest hours, except when safe to spend some rest time on deck.
- Receive and eat all meals in your cabin, provided it is safe to do so.
- Comply with all standard infection protection and control precautions related to social distancing, self-isolation, hygiene (hand-washing, avoid touching face, etc.) and safe food handling practices, in accordance with Company procedures.
- Avoid close contact with any persons who show COVID-19 symptoms (cough, fever, etc.). Inform the Master (or designated officer) immediately.
- Due to virus incubation of 2-10 days, PCR Test should be done 5 days after initial joining to the vessel. Upon negative test result shipboard self-distancing can be dismissed.

# From Jason's Desk

A recent article in *The Manila Times* caught my eye. It was about the month of September and how significant this month was to The Philippines, its people and, in particular, its formidable seafaring community. The author talks about how September is a much-awaited month for the local seafaring and maritime community because of its events calendar — a host of events are organised in this month observing the Maritime Nation Awareness Month, National Maritime Week, and the National Seafarers Day. To top it all comes the World Maritime Day, which usually falls on the last Thursday of the week in September.

The reason I focus on the contents of this article is the way in which it mirrors the uncertainty facing an entire nation, and how it pegs on the events in September to highlight the plight of thousands of

Filipino seafarers. The Philippines is a gift to the maritime industry. Without Filipino seafarers, the global merchant fleet would face severe manpower shortage, which in turn would drive up freight rates and pose cost escalation for commodities worldwide. This year's theme for World Maritime Day, *Sustainable Shipping for a Sustainable Planet*, assumes greater importance because of the impact of COVID-19 disruption on the seafaring community in the Philippines.

On the one hand we have a humanitarian crisis developing on vessels in the international waters. Nearly 400,000 seafarers are currently stranded on ships, unable to be relieved from duty and return home. At a high-level event on the margins of the United Nations General Assembly (held on 24th September), Captain Hedi Marzougui, who was in command of a vessel between December 2019 and May 2020, appealed to governments to allow seafarers to come home. "Not knowing when or if we will be returning home brings a severe mental

toll on my crew and myself," Captain Marzougui said. "I would encourage each and every one of you to think of how you would feel, if you had to work every day, for 12 hours, with no weekends, without seeing your loved ones, and trapped at sea. Now add that you have to do that with no idea of when you will be repatriated."

At the same time, another crisis seems to be brewing as thousands of overseas Filipino workers, repatriated from all over the world, are stranded in Manila for the lack of a clear roadmap on the way out of this situation. As Filipino

seafarers return home in large numbers, crew change has to be deferred because of reduced embarkations and re-hiring delays. Seafarers on cruise ships may have to wait a little while longer. The situation calls for a quick,

comprehensive and robust response from the Manila government, and fortunately, that is what we are seeing lately. New legislations are being fast-tracked to ease the situation.

I take this opportunity to assure all of our crew that everything will be done in our capacity to ease the situation and resume sailing at the earliest possible date. For the Sea Clouds, the passengers, and for us all, our crew are the efficient and dependable element in the Sea Cloud sailing experience, which helps the windjammers legend go on. We will do everything possible to retain our crew. We know it has been a difficult these last few months, but the courage and fortitude you have shown in the face of such difficulty will tide us over this pandemic and make us all stronger and more determined. Keep the faith!



**Photo Captions:** Page 1, Teakwood panels on the Sea Cloud Spirit deck. Page 4, Top, Work on the mast being completed and given a fresh coat of paint, Bottom Left, Crew member from the shipyard, Bottom Right, Sea Cloud Spirit from the front. Page 5, Top Left, Electrical installations and wiring insulation, Top Right, Installation work on the deck near the mast, Bottom Left, Teakwood panelling near the mast, Bottom Right, Engine room installations get a final check.