



THE MARE

A MAGAZINE FOR SEAFARERS' WELFARE PROFESSIONALS

REPORT

2015

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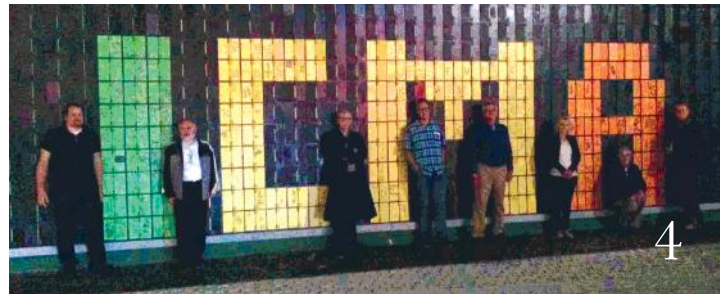
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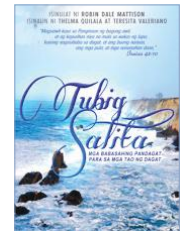
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FROM THE EDITOR



A new initiative

The **MARE** Report is a new initiative of the North American Maritime Ministry Association (NAMMA). NAMMA's core objectives are to connect, provide opportunities for training, and encourage seafarers' welfare professionals around North America. We do so as core members of the worldwide, International Christian Maritime Association (ICMA).

MARE's name (pronounced Mar-A) means "the sea" in Latin, the historic ecumenical language. Though produced in North America, we have designed it to reflect conversations happening around the world. More, the stylized E realizes that we live in an electronic age. Even if you hold a physical copy in your hands, this magazine represents state-of-the-art printing technology and is produced within a wide network of social media.

We hope this magazine will be informative, but also inspire its readers to become more involved in caring for seafarers, fishers and their families.

DR. JASON ZUIDEMA, EDITOR

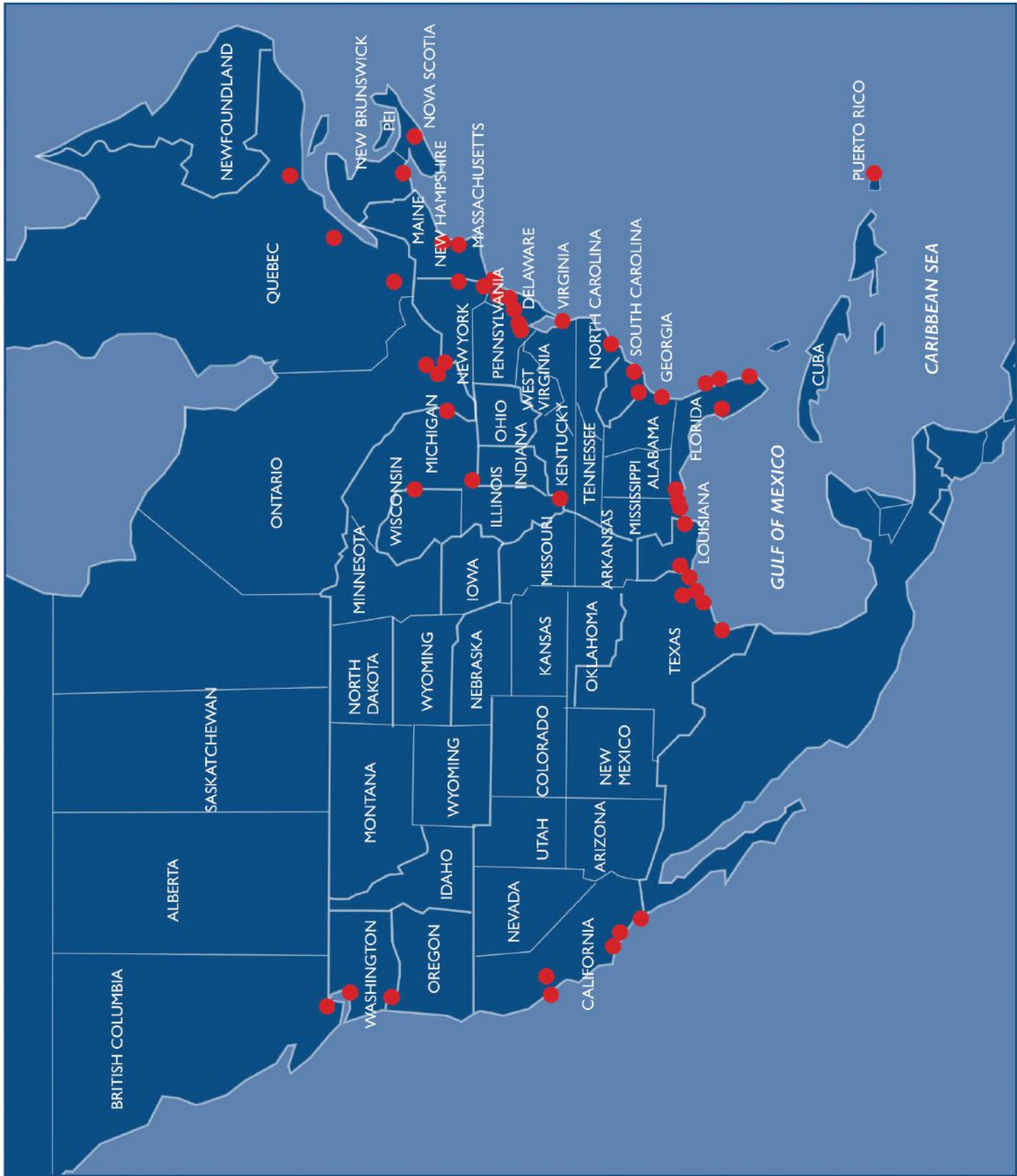
NAMMA, Executive Director

To keep up-to-date with all our activities and find out how you can be involved in seafarers' welfare, sign up to NAMMA's weekly email newsletter at executivedirector@namma.org.

PHOTO: Captain Louis Vest







The network grows

AS NAMMA'S CALENDAR FILLS UP ITS MEMBERS BENEFIT

AUGUST 2014 – NAMMA CONFERENCE – CORPUS CHRISTI, TEXAS

Held in sunny Corpus Christi, Texas, the annual conference featured a dynamic lineup of speakers, including a sitting Congressman. Panels discussed shore access, expanding our vision for port ministry and how to show hospitality. Closing worship helped remember the many contributions of Fr. Rivers Patout to seafarers' welfare in Houston and across NAMMA.



August 2014 – NAMMA Conference – Corpus Christi, Texas

SEPTEMBER 2014 – ICMA MEETING – COPENHAGEN, DENMARK

NAMMA participated in the ICMA general meeting in Copenhagen, Denmark, at which a new ICMA general secretary was appointed. The Rev. Richard Kilgour had previously served both as a seafarer and a chaplain before taking up this post.



September 2014 – ICMA Meeting, Copenhagen, Denmark

OCTOBER 2014 – WORLD MARITIME DAY, NORTH AMERICA – COZUMEL, MEXICO

NAMMA was honored to be invited to address the delegates gathered in Cozumel, Mexico for the North American observance of World Maritime Day. Organized by NAMEPA, this celebration saw many distinguished guests, including the Secretary-General of the IMO, Mr. Koji Sekimizu.



November 2015 - Hybrid Seafarers' Welfare Course - Beaumont, Texas

OCTOBER-NOVEMBER 2014 – HYBRID ONLINE/ IN-CLASS COURSE TESTED – BEAUMONT, TEXAS

For six weeks online, and three intensive days, NAMMA successfully tested new webinar and online course delivery mechanisms. The course was called together by Scott Floyd and the team at the Beaumont International Seafarers Center.



November 2014 – AAPA Conference – Houston, Texas

NOVEMBER 2014 – AAPA CONFERENCE – HOUSTON, TEXAS

Sharing a booth compliments of our friends at NAMEPA, NAMMA was able to be present at the annual American Association of Port Authorities conference. A number of NAMMA chaplains, including our Executive Director, were able to give prayers before the main meals and make many contacts for future work.

DECEMBER 2014 – CHRISTMAS FOR SEAFARERS

One of the programs for which NAMMA members and its friends are best known is providing presents for seafarers at Christmas: wrapped gifts, watchcaps, calling cards, Internet vouchers, and special food or other offerings. For the first time NAMMA polled its members about these gifts: almost 72,000 gifts given, including 30,000 watchcaps.



December 2014 – Christmas for Seafarers - Houston, Texas

JANUARY 2015 – COAST GUARD SHORE ACCESS PROPOSALS – WASHINGTON, D.C.

In conjunction with many partners in labor and industry, we participated directly in the US Coast Guard Shore Access discussions in Washington. We submitted comments and many of our members worked with the SCI Center for Seafarers' Rights to make sure this year's Shore Leave Survey was as detailed as possible.



January 2015 – Coast Guard Shore Access Proposals – Washington, D.C.

FEBRUARY 2015 – HOUSTON CHAPLAIN TRAINING PROGRAM

Another great year of the new chaplain and volunteer training program took off in Houston. As in previous years, the course brought together students from around North America and featured instructors with deep experience in seafarers' welfare.

FEBRUARY 2015 – LAUNCH OF THE PORT WELFARE PARTNERSHIP PILOT PROJECT, LONDON, UK

As 'voluntary organization' representative, NAMMA's Executive Director was on hand for the official launch of a project to encourage welfare committees in ports around the world. Several NAMMA members will be part of the pilot project.



February 2015 – Launch of the Port Welfare Partnership Pilot Project, London, UK

FEBRUARY 2015 – ICMA MEETING – ROTTERDAM, NL

ICMA's spring meeting was packed with many important discussions about resources for its members, including NAMMA. However, it was especially memorable for the commissioning service of Rev. Kilgour as new ICMA General Secretary. NAMMA's Executive Director gave the homily.



February 2015 – ICMA Meeting – Rotterdam, NL

FEBRUARY 2015 – NAMMA BOARD MEETING – NEW YORK, NY AND NEWARK, NJ

Co-hosted at Seafarers International House in New York and Seamen's Church Institute in Port Newark, the NAMMA Board meeting featured key discussions on how to continue to bring value to its members, but also had an open conversation with members led by Douglas Stevenson on the Coast Guard Shore Access proposals.



NAMMA meeting on Access Proposals - Newark, NJ

MARCH 2015 – MEMBER VISITS, FLORIDA

The NAMMA ED headed to Florida for several days of meetings with NAMMA members and friends. Stops included speaking at the Anchor House annual banquet in Port Manatee and writing a strategic review of the activities of Harbor of Hope, Palm Beach.

MARCH 2015 – CMA SEAFARERS' WELFARE PARALLEL CONFERENCE, STAMFORD, CT

After a memorable speech at Seafarers International House in New York by Capt. Joshua Bhatt of the CS *Caprice* on the rescue of 500 migrants in the Mediterranean, we headed to Stamford, CT, for a three-day seafarers' welfare conference parallel to the CMA. Panels included key welfare providers and industry friends. The TK Foundation helped support travel bursaries for the attendees.

APRIL 2015 – MEMBER VISITS, VANCOUVER AND SEATTLE

NAMMA's ED visited members and friends in Seattle, Vancouver, and Vancouver Island. Among the highlights was participation in an initial meeting of a group in Port Alberni that was exploring the possibilities of maritime ministry. In the subsequent months we received word that ship visits had begun.

MAY 2015 – NATIONAL MARITIME DAY, WASHINGTON, D.C.

Many NAMMA members and friends were on hand for the celebration of US merchant mariners. Bishop Kevin Boland of the United States AOS gave the opening invocation. In an afternoon session, NAMMA Board chair, Rev. Marsh Drege, also addressed the NAMEPA safety at sea conference on the progress of the MLC, 2006.

JUNE 2015 – SAILORS' SOCIETY VISITS NAMMA – MONTREAL, QC

Stuart Rivers, CEO of the Sailors' Society, visited the NAMMA ED in Montreal. The pair visited seafarers centers from Montreal to Quebec City.

JUNE 2015 – MISSION TO SEAFARERS CANADA REGION – HALIFAX, N.S.

Representatives of Mission to Seafarers affiliates from across Canada met in Halifax with Primate Fred Hiltz and MTS General Secretary Andrew Wright to formally propose the foundation of a Canadian region. Rev. Nick Parker of Vancouver was elected as regional director.

JUNE 2015 – DAY OF SEAFARER EVENTS

With encouragement of the IMO, NAMMA helped coordinate Day of the Seafarer events across its network. More than 25 events were recorded across North America.



NAMMA 'selfie' at Anchor House Banquet - Palmetto, FL



Flying Angel Seafarers' Club - Vancouver, BC



June 2015 – Sailors' Society Visits NAMMA – Montreal, QC



June 2015 – Mission to Seafarers Canada Region – Halifax, N.S.

JULY 2015 – PORT MINISTRIES INTERNATIONAL CONFERENCE, BALTIMORE, MD

PMI held its annual conference in Baltimore, Maryland, with sessions on shore access, social media, teaching English on cruise ships and how to share resources.

With the leadership of the Houston Chaplains, a structured and intense training program was created for chaplains from all over the world.

Since that time, the Houston Training Program has hosted students every year from all over the world and trained over 300 persons. With changes in the maritime industry and the changing needs for Seafarers, the Houston Training School continues to evolve as a leader in maritime ministry training. The North American Maritime Ministry Association was created in 1992 from ICOSA and the Houston Training Program became the official training sponsored by NAMMA.

The Houston Training Program seeks to cover all the basic parts of maritime ministry and chaplaincy, including Clinical Pastoral Education, Pastoral Care and Listening, Ship Visiting, Coast Guard/Customs and Border Patrol, Ship Agents and Agencies, Ship Owners, the ITF, Cultural

and Multi-Religious Issues, Theological Reflection in the Maritime Industry, Center Management and Volunteers, NAMMA presentations and exposure, and personal relationships with Chaplains from Ports around the world. While some knowledge can be shared using other teaching methods, the interactions and learning together during the two weeks in Houston are invaluable. With more than 40 years of successful training behind us, this training continues to be informed and inspired by the same dynamic, ecumenical traditions of its founders.

Next year the Houston International Seafarers Center will be moving to a newer and smaller building. We continue to affirm the two week on-site Chaplain Training Program. However, with changing techno-

logical developments and increased online communications, we expect to incorporate new ways of shaping our training opportunities in the future for Port Chaplains all over the world. We must continue to remember that our ministries are still very relational and cannot fully replace the benefits of training together off-line or in non-digital conditions. Next year the Chaplains Training Program will be February 21st – March 4th, and we hope that you will plan on registering for this event or will encourage your colleagues to join with us. ✠



Rev. David Wells is a chaplain at the Houston International Seafarers' Center

NAMEPA

2014 Lloyd's List Awards ENVIRONMENT AWARD WINNER

NAMEPA values its partnership with NAMMA to
Save our Seas



A Renewed Vision for the Seafarers' Trust

IN CONVERSATION WITH **KIMBERLY KARLSHOEJ**

Last Fall, Kimberly Karlshoej was appointed head of the ITF Seafarers' Trust. The Seafarers' Trust has been a key supporter of many seafarers' centers around the world, so MARE wrote to ask a few questions to understand the renewed vision under Ms. Karlshoej's leadership.

What is the Seafarers' Trust?

The Seafarers' Trust is a UK registered charitable Trust. Our vision is to be the leader in promoting and improving the wellbeing of maritime workers worldwide. We financially support organisations that provide services to maritime workers; we invest in long-term programmes that improve seafarers' and their families' health & wellbeing; and we act as a catalyst for positive normative change in the maritime community.

What attracted you to working at the Trust?

I grew up in a maritime family, and have always had great respect for those that go to sea. My personal values are very much in line with the ITF's and the Seafarers' Trust—basic human rights of freedom of association, the right to organise & engage in collective bargaining, and freedom of speech, and that all working men and women should have work that offers them security, freedom, dignity, purpose and the respect of others. These deeply held beliefs, of the rights of workers and the human rights of all people, permeate the Trust and are the values that all of us at the Seafarers' Trust bases our work.

How does being from a maritime family help you in your work at the Trust?

Being from a maritime family has provided me with a personal interface with ships, shipping and, most importantly, some insight into the health and wellbeing of seafarers over the past 50 years. I still have lots to learn though – the industry is complicated and changes so rapidly in some areas despite changing at a snail's-pace in others.

What are the key elements of the renewed strategy of the Trust?

We are organizing our work into four 'campaigns': **Horizons:** Wellbeing at sea. **Ports of Call:** Wellbeing in ports. **Beyond the Blue:** Wellbeing at home. **Seachange:** Promoting positive social normative change in the maritime community.

Of these key elements, which one is the top priority?

At the moment, we do not have a ranked priority list.



Kimberly Karlshoej

The de facto priority of the Seafarers' Trust is looking into new ways to work with the ITF affiliates so that they can provide welfare services where there are none or improve on what they have. We are also trying to build capacity of our existing grantees and encouraging collaboration between the missions, the funders, the ITF affiliated unions and the wider maritime community.

What is the future of the vehicle replacement program? What steps are you taking to make this program even better?

The Trust is eager to start a world-wide vehicle replacement programme. We are at the stage of data collection, where each organization that would like a grant for a vehicle from the Trust is ranked on a

number of parameters based on the conditions that they have now and what kind of work that they will be doing in the future. This way of providing vehicles based on comparative need should be an improvement on the current system that we use.

In what areas would the Trust welcome more grant applications? Are there any kinds of projects that local seafarers' centers could undertake that might gain support from the Trust?

The Trust would really like grant applications that are about supporting innovative ways of serving seafarers needs in ports. We have business plan templates available to those organisations that want to become social enterprises. I think that applications for piloting new initiatives such as seafarer-centered coffee shops (or similar) in shopping malls, or unmanned bike rentals between ports and shopping malls or centres, or mobile centres, or vending machines or.... There are lots of ideas out there and it is up to the individual centre staff and leadership to consider what might work best for seafarers in their own ports.

The theme chosen by the IMO for this year's Day of the Seafarer was to promote jobs in the maritime world. What role does the Seafarers' Trust have in promoting career at sea?

The Trust is currently funding research into women's careers at sea. The ability to positively influence social health, by having a more natural milieu on board, is currently being missed out on because of a dearth of women seafarers. In order to encourage more participation of women seafarers, we need to form a better understanding of how the social construction of identity and the unbalanced power relations (between men and women on board) affect the risks, social health-seeking behaviour and health outcomes of both men and women in different ages and ranks. Although currently, only 2% of seafarers are women, more than half of these women seafarers experience bullying and harassment while at work. This is a health and wellbeing issue. Another relevant point in relation to gender is that by promoting women in the maritime industry the industry will benefit from the addition of skilled, competent and resilient women that add immense value.

What will seafarers' welfare look like in 20 years?

Hard to say! My best guess is that the increase in automation on board will require that seafarers are more highly skilled. Those seafarers and their unions will be demanding more technology on board that will serve to improve the overall wellbeing of the seafarer. Internet on board will be standard. I also think that we will see that the successful seafarers centres are the ones that offer not just a safe, comfortable refuge and a human touch, but also needed services to seafarers and some plain ol' fun! If I could get everything that I wanted in seafarers' welfare then part of that would be bringing some of the romance of being a seafarer back. When I was a little girl I envied seafarers—they had a great lifestyle in many ways. When I am an old lady I hope to be envying them again. ❌

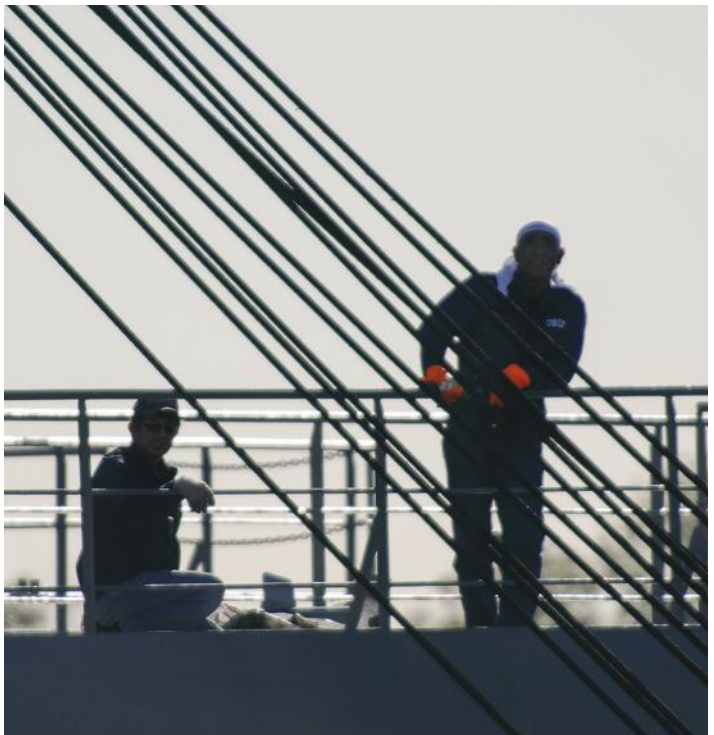


PHOTO: Captain Louis Vest



Seafarers' Trust

We financially support organisations that provide services to maritime workers; we invest in long-term programmes that improve seafarers and their families health & wellbeing; and we act as a catalyst for positive change in the maritime community.

Seafarers' welfare and awards nominations

RECIPIENTS HELP UNDERSTAND THEIR VALUE

by Henry J. Holcomb

Taking the time to enter awards competitions pays off in many ways. Winning an award — or even becoming a finalist — has, recipients say:

- Added enthusiasm to staff and volunteer talk about their work.
- Enhanced credibility with donors.
- Boosted performance as staff and volunteers work harder to live up to standards that were honored.

Awards can help lift to an organization that's being revived — the Seafarers' Center of Beaumont, Texas, for example. And they can add energy to a long-established program like the Port Everglades Seafarers' House in Florida.

Being nominated by seafarers and peers — and becoming a finalist for an international award lifted the spirits of Sharon Emerson, volunteer president and executive director of the Corpus Christi International Seamen's Center. This came at a time when she was struggling to replace retiring board members, one of whom was 97, and raise funds to keep pace with the booming growth of that Texas Gulf Coast seaport.

Emerson recruited Captain Richard Phillips, whose book about his pirate encounter became a movie starring Tom Hanks, to speak at the center's 40th anniversary, and he turned out to be a nice guy who showed a "heartfelt compassion for seafarers' centers worldwide."

Seafarers' House executive director Lesley Warrick said awards "have helped connect with new people. We've been acknowledged by local politicians and decision-makers. The awards really did throw into high relief the importance of our maritime mission and seafarer ministry generally."

Beaumont's Scott Floyd said being a finalist for international awards from Lloyd's List and the International Seafarers' Welfare and Assistance Network (ISWAN) "is not something I put on a flag and wave outside, but it's part of our resume. It's part of the fund-raising game you have to play. It has helped our reputation."

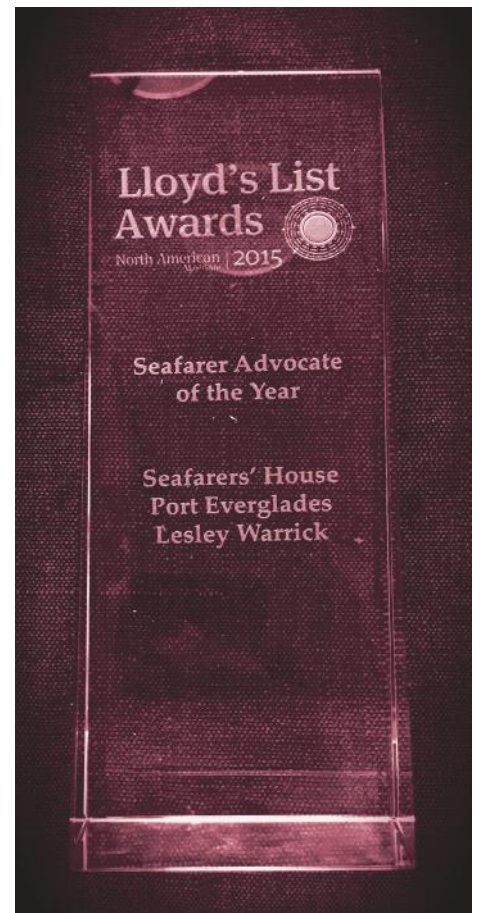
Floyd, a retired contractor who took over as executive director two years ago, has major long-term fundraising mountains to climb, and being a finalist for awards is helping. Two years ago the Beaumont mission was at the point of closing. "The center was run down — it wasn't attrac-

This work is important to the nation, Floyd said. "We regain the trust of mariners. When they go back to their country they touch a lot of people."

tive...and it hadn't had a van in several years," Floyd said.

"We came up with business plan. Unless you have firm business plan you can't do much," Floyd said. "We picked up the phone and knocked on doors. We went out to people who write checks. I wish we didn't have to worry about money and just serve seafarers, but we do."

They got the center in order, with Floyd, his son and others volunteering the labor. "We added a new computer, new technology, new everything...and carefully recruited a caring staff of four, and had a grand reopening in 2014," Floyd said.



They brought in Dr. Jason Zuidema, executive director of the North American Maritime Ministry Association (NAMMA), to train the new staff.

The center, open from 7 a.m. to 9 p.m., serves seafarers and longshoremen, offering, among other things, chili dogs, breakfast sandwiches, bottled water, portable WiFi, and phone cards. Port security has a key so the chapel is available around the clock.

They got a van and began transporting seafarers again. They plan to add a 24-foot trailer that will serve as a mobile seafarer center.

All this costs money. The budget, \$62,500 in 2013, will soon surpass \$200,000. That's only a beginning. Each month, the revived mission now serves 200 mariners on 35 to 40 ships at 11 docks. With deepening of the Neches River ship channel under way, the number of ships could reach 5,000 by 2021. The port's growing business includes petroleum tankers, bulk carriers transporting grain and rice and ships transporting military cargo — it is a major center for supporting the military overseas. Much of the grain and rice being shipped as part of federal government and religious relief



PHOTO: Warrick

David Wells, Lesley Warrick, Pat Nemec, Scott Floyd, and Sharon Emerson enjoy the 2015 Lloyd's List Awards

programs is handled by ships Floyd's center serves.

Floyd and his board got out in the community, began sponsoring an annual awards banquet and lining up businesses to support the work.

"We're hustling and smiling and doing our job. I've got a boat that's getting cobwebs, but I'm having more fun here than I would fishing," Floyd said.

This work is important to the nation, Floyd said. "We regain the trust of mariners. When they go back to their country they touch a lot of people."

At Seafarers' House in Port Everglades, honors in recent years that came from Lloyd's List and ISWAN "definitely provided a morale boost...they made our team feel their efforts were being acknowledged," Warrick said. "Going forward there's a spring in the step of the staff, as they talk with pride about our work."

The international awards led to local recognition from the Chamber of Commerce.

"We've learned that certain folks put stock in this stuff. It's a circular effect. It begins to build upon itself," Warrick said. "Don't think there's any question but that the credibility from awards makes a big difference. We now have the ear of people who can help us down the road. Our team works harder to meet standards the awards recognized."

Port Everglades has a challenging mission. It serves the nation's 12th largest cargo port, and every weekend its center is flooded with crews from huge cruise ships making a very quick turnaround.

To meet the needs of their clients they have to operate a fleet of vans — and maintain a well-stocked store for seafarers whose shore leaves are too rushed to shop elsewhere.

Warrick finds a greater sense of isolation for crews on giant cruise ships. "They are smaller cog in bigger machine," Warrick said.

She has a staff of six full-timers and one part-timer, plus a roster of a dozen volunteer chaplains representing many faiths.

Emerson, the Corpus Christi Executive Director, first saw the plight of seafarers when she was an investigator for a maritime law firm. She saw situations that left seafarers injured and, in some cases, so depressed that they jumped overboard. Helping seafarers, she said, "is something you have to feel in your heart."

She has a demanding full-time day job as a paralegal but is at the center she runs every day, making sure the small staff is treated well and struggling to pay the bills. Like at other centers more than a few ships refuse to make the voluntary contribution to pay for the services their crews enjoy.

Those who honor seafarer centers and seafarer advocates, like awards programs in other industries, are seeking to strengthen their industries by encouraging and recognizing excellence in critical areas. Zuidema, the NAMMA executive director, urges taking award opportunities seriously. "This shouldn't be viewed as tooting one's own horn — awards," he said, can be "great tools for marketing your ministry and gaining the trust of a wider constituency." ❌



Henry J. Holcomb

is a retired staff writer for The Philadelphia Inquirer and a volunteer ship visitor for the Seamen's Church Institute of Philadelphia and South Jersey.



Supporting seafarers in need and their families

Seafarers UK is a charity that helps people in the maritime community by giving money to organisations and projects that make a real difference to people's lives across the Merchant Navy, Fishing Fleets, Royal Navy and Royal Marines, with our grants increasingly supporting seafarers at the Commonwealth end of a global maritime welfare network.

To find out about our work or to make a donation visit www.seafarers.uk, phone 020 7932 0000 or email seafarers@seafarers-uk.org





PHOTO: ICMA

Delegates gather in Rio de Janeiro for the ICMA Brazil region meeting

Ecumenism & Mission

ICMA BRAZIL REGION TALKS COLLABORATION AND NEW INITIATIVES

by Richard Kilgour

It was a privilege for me to be part the ICMA Brazil meeting from 6 to 9 July in Rio de Janeiro. It was a beautiful place in the world to have such an enjoyable meeting.

The regional structure, like the organization itself, is about the 3 original principles of ecumenical practice going back to the origins of the International Christian Maritime Association in 1969: principles of collaboration, sharing common concerns, and having a collective voice. In this regard practical ecumenism was expressed in our Rio meeting with personal stories from 20 workers from 13 different ports and 4 societies: Apostolatus Maris, Sailors' Society, DSM German Seamen's Mission, and the Mission to Seafarers. The meeting involved a whole range of newly appointed and well-established chaplains and volunteers.

The program involved the practical work of sharing in teaching, learning and communicating the challenges of seafarer ministry across the region. Chaplains in Brazil are facing considerable access problems in ports, prospects for port expansion and development on a massive scale, and the regular challenge of meeting the daily needs of seafarers. We had a great chance to share about overcoming isolation with the instance of regular support to an abandoned ship and crew at anchor off Paranagua. We could also talk about seeking a common voice on

access to ports and ships and concern for national recognition of ministry. All of the groups wanted to understand better how they could react to the reality of port expansion with massive ports and facilities planned and being built. This has meant, for example, talking about developing new ministry in

All of the groups wanted to understand better how they could react to the reality of port expansion with massive ports and facilities planned and being built.

ports like Maceio-Alagoas and Acu. Many listened to the experience of collaboration, with individuals from ports like Santos telling of years of sharing the ministry and facilities for seafarers.

Besides sharing, the program also gave us the opportunity to learn about some common documents and programs of importance. During the conference we had good input on the issues of justice for seafarers from the ITF regional inspector and also teaching on MLC, 2006. We spent time reflecting on the content of the ICMA Code of Conduct as a document of ecumenical importance and as a code for professional life. But apart from these things we worked to build one another up in our ministry with ecumenical prayer and reflection at start and finish of each day.

The ecumenical nature of the meeting

helped make sense of further maritime mission. Our conversations helped put our ecumenical life and the mission of the church together as making the needs of the seafarer our utmost concern. Because of who we are and what we do, our lives are concerned with the life of God and the Mission of God – The

missio Dei. The ministry to seafarers has a context as wide as the oceans in terms of the needs and demands of the global dynamic of humanity and the oceans. Where we are involved with this together – concerned about the mission of God, about the needs of the seafarer – then ecumenism (in all the practical ways we work) is about going deeper together into the life of God. ✠



Rev. Richard Kilgour

serves as the General Secretary of the International Christian Maritime Association (icma.as)

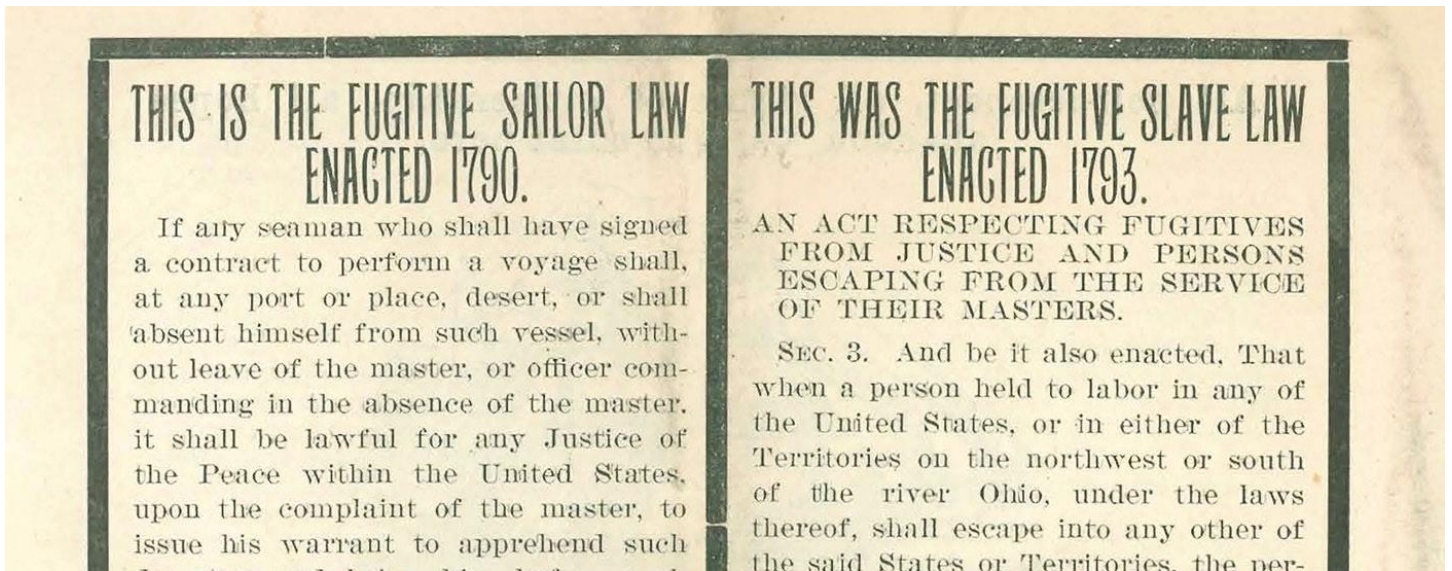


PHOTO: Public domain

Poster showing similarities between fugitive sailor laws and fugitive slave laws in the 1790s

Toward a History of Seafarers' Rights

by Johnathan Thayer

The U.S. merchant marine has long occupied a unique position at the margins of American empire, as well as the vanguard of labor law and the parameters of free labor, citizenship, and the shape of American commerce during times of peace and war. My research, as the Archivist at the Seamen's Church Institute and a doctoral student at the Graduate Center, the City University of New York, focuses on the history of merchant mariners under U.S. law from 1897-1946. Tentatively titled "Workers at the Margins of the World: Merchant Mariners and the Vanguard of U.S. Labor Law," my dissertation will draw on Congressional records as well as the archives of maritime unions and reform organizations like the Seamen's Church Institute to resurface key debates and outcomes over contested political, military, and economic issues centered firmly on the engines of American ships and the mariners who sailed them. Bookended by the infamous 1898 Arago Supreme Court decision *Robertson v. Baldwin* and the exclusion of the merchant marine from the Servicemen's Readjustment Act of 1946 (G.I. Bill), my research also investigates the Progressive Era La Follette Seamen's Act of 1915, and the so-called "alien seamen" provisions of exclusionary immigration legislation surrounding World War I through the 1930s.

Other projects of note include the Seamen's Church Institute's American Merchant Marine Veterans (AMMV) Oral History Project (www.seamenschurch-archives.org/sci-ammv), which seeks to document the history of living veteran merchant mariners through recorded oral histories and an interactive website. The AMMV Oral History Project has recorded some 70 interviews with mariners, 46 of which are currently available online in the form of 821 audio clips. Recording and preserving the personal histories of World War II mariner veterans is particularly urgent, as less than 5,000 remain nationwide waiting for word on the progress of H.R. 563, "Honoring Our World War II Merchant Mariners Act of 2015." Currently stalled in Congress, the bill would provide a one-time

payment of \$25,000 to each surviving mariner veteran.

Finally, I am scheduled to present on the history of maritime ministry in the Port of New York at a Coastal History conference in Spring 2016 at The Centre for History, University of the Highlands and Islands, Dornoch, UK. My paper, which draws heavily on the archives of the Seamen's Church Institute and the American Seamen's Friend Society, is tentatively titled "Shore Leave, Masculinity, and the Philanthropic Encounter in New York City's Sailortown, 1843-1946," and builds on a paper delivered in January 2014 at the University of Hull's Centre for Maritime History, titled "Shore Leave Denial in Historical Context: A Timeline of Restricted Mobility and Unfree Labor at Sea and in U.S. Ports."

Through these research initiatives, I hope to raise awareness of the nation's maritime past by resurfacing personal histories of mariners at work under U.S. law and on shore leave in the old Sailortown of New York. Throughout the process, I have been repeatedly reminded of how profoundly historical precedents inform current realities. There are lineages to the issues and challenges that modern seafarers face on the high seas, and I am a firm believer that historical research can be a conduit toward crafting a more informed path forward when considering the often confounding issues of maritime law and seafarers' rights that one encounters in the present. ❖



Johnathan Thayer

is a doctoral student at the Graduate Center, City University of New York, and the Archivist at the Seamen's Church Institute of New York and New Jersey

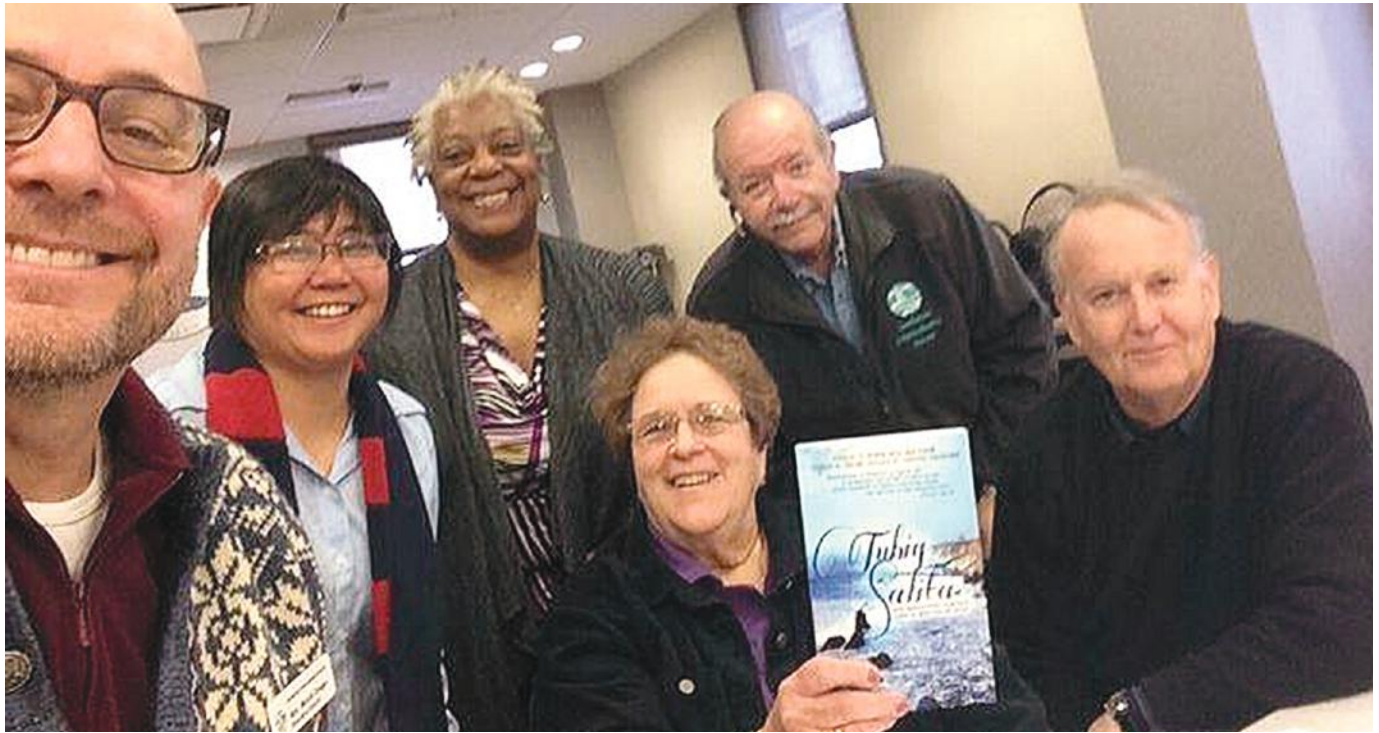


PHOTO: Marsh Drege

The LAMM Board receiving the first sample copy of Tubig Salita (WaterWords) early this year.

WaterWords in Tagalog

A LONG JOURNEY NOW COMPLETE

by Rev. Martha McCracken

Lutheran Advocates for Maritime Mission has experienced a little bit of what the children of Israel felt like going through the wilderness, or Abram or Sarai waiting for the promised baby. It has been over 10 years since the board of LAMM began talking about translating WaterWords, written by Dr. Robin Dale Mattison, into Tagalog, a major language of Filipinos, who make up the most sizeable percentage of all the world's seafarers.

There were many hurdles to overcome to accomplish this dream: seeking enough funding, finding the right Tagalog translator, editor and project coordinator, securing permission from the Philippine Bible Society to include Tagalog Bible verses, surveying and

getting quotes from various publishers both locally and internationally—and eventually selecting one in the Philippines. Even mother nature seemed to interrupt our journey: two devastating typhoons in the Philippines further delayed the printing. Our last hurdle was to identify a shipping company to bring 5,000 copies of TubigSalita (WaterWords) to the United States, just in time for its launching at the North American Maritime Ministry Association Conference.

We are thankful for God's guidance in this long but fulfilling journey. "TubigSalita" will only strengthen LAMM's ministry among the majority seafarers, the invisible community whose service is so important to our daily life. We are indeed a part of the global community serving a multicultural context. It is a humbling experience, as it has taught us more about the cultural and economic realities and experiences of our seafarers. They teach us to serve better. Hence, we are thankful to all our funding partners: ELCA Multicultural Management Team, the ELCA Ethnic Specific Multicultural Team, and Wheatridge. We also express our thanks to the Philippine Bible Society for letting us use excerpts from

"Mabuting Balita," the Tagalog version of the Bible, at no cost. And last but not the least, we thank the Rev. Tita Valeriano and Mrs. Thelma Quilala, our translators, who carefully considered cultural translations into the idiom, experiences and values of the Filipino community, and Mrs. Annabelle Espiritu, our local project coordinator in the Philippines.

Like the Israelites, we are just in awe of how God accompanies us on this journey. We hope that TubigSalita will increase the visibility of LAMM among congregations, near or far from the major ports where LAMM partners serve, because we believe that we are not alone in doing this ministry. ✠



Rev. Martha McCracken

is the president of the Lutheran Advocates for Maritime Ministry and previously served as a port chaplain in Puerto Rico.

2015 SHORE LEAVE SURVEY

by David C. Gibbons

The Seamen's Church Institute (SCI) Center for Seafarers' Rights, with the assistance of North American Maritime Ministry Association (NAMMA) and other seafarer ministries throughout the United States, conducted its fourteenth annual Seafarer Shore Leave Survey during the week of May 23–29, 2015. The survey aimed to identify difficulties encountered by seafarers in accessing shore leave. Survey administrators recorded data from nearly 9,500 seafarers on over 400 vessels in 27 ports, reporting that 1,642 seafarers (17.3%) from 128 vessels (29%) were denied shore leave. An overwhelming majority (79%) of these seafarers were denied shore leave because they did not have valid visas. Other reasons for shore leave denials included seafarers who remained on their vessels in United States waters for more than 29 days (7%), vessel operations (5%), terminal restrictions (4%), Customs and Border Protection (CBP) restrictions (1%), and seafarers who entered the United States on C-1 transit visas and were detained on board after joining their vessels (1%).

Compared to last year's survey, this year's data shows an increase in shore leave denials for both the percentage of ships with at least one seafarer denied shore leave and in the percentage of seafarers denied shore leave. In 2014, approximately 23.3% of the ships had at least one crewmember denied shore leave, and 11.2% of seafarers on the surveyed ships were denied shore leave.

The United States requires non-American seafarers to obtain crewmember visas to apply for shore leave. This directly conflicts with the Convention on Facilitation of International Maritime Traffic (FAL), of which the United States is a member, prohibiting visa require-



PHOTO: SCI

Shore leave is critical for the health and well-being of seafarers

ments for seafarers. Of the 1,642 seafarers denied shore leave in this year's survey, 1,300 (79%) did not have a valid visa. The Maritime Labour Convention, 2006 (MLC, 2006), which came into effect two years ago, requires shipowners to pay for seafarers' visas. Of the 1,300 seafarers denied shore leave for lack of a valid visa, at least 418 (32%) were from countries that have ratified the MLC, 2006 and have an obligation to ensure seafarers have visas. The survey also reveals flag states who have not held shipowners accountable. Of the 1,044 seafarers without visas, 1,300 were on vessels registered in MLC, 2006 member states.

Currently, terminal restrictions present an obstacle for seafarers looking to obtain shore leave. The ability of seafarers to transit through a terminal—a necessity to utilize shore leave—varies from terminal to terminal. For safety reasons, many terminals do not permit pedestrian traffic. Some terminals rely on seafarer welfare organizations to provide shuttle transportation through the terminal; however, if chaplains are not available, seafarers might not have any other options. Other terminals allow private security companies to escort seafarers through the terminal at a cost anywhere from \$50 to \$500. Some terminals allow seafarers to use the same shuttles as their longshoremen; however, if there are no longshore operations, seafarers may not be able to leave or return to their vessels. And, still, some terminals deny transit to seafarers and chaplains altogether. On December 29, 2014, the United States Coast Guard proposed a new rule, which, if

implemented, would require terminals to provide timely transit through the terminal at no cost to seafarers. If the Coast Guard's proposed rule is implemented, it will significantly improve the quality of life for seafarers, while allowing individual terminals discretion on how best to implement the rule at their location.

Shore leave is not only critical for the health and well-being of seafarers but also for productive and safe vessel operations. Seafarers live out their professional lives on board a ship; they work, live, eat, sleep, and socialize with the same twenty-some other crewmembers for the duration of their contract. Their only respite from these confines comes at the opportunity for shore leave. ❌

This article is reproduced courtesy of the author and SCI. The original version, including complete results of the 2015 survey can be found at: seamenschurch.org/article/2015-seafarer-shore-leave-survey



David C. Gibbons is an intern in the Center for Seafarers' Rights of the Seamen's Church Institute of New York and New Jersey



THE MONTREAL SEAFARERS' CENTRE

Finding Success in Partnerships

Anounced with much fanfare earlier this year, the Alexandra Pier in the Old Port of Montreal, home to both the cruise terminal and the Montreal Seafarers' Centre, will soon be rebuilt, offering its users state-of-the-art facilities. The Port of Montreal has long recognized that a proper space was important to welcome visiting seafarers—the broad spectrum of port and shipping personnel are on the center's board. More, the Grunt Club, an organization founded to promote “the spirit of good fellowship” in the Montreal maritime industry, has long been a key supporter.

Yet, it is not always recognized that this link between the maritime industry and the Seafarers' Centre is only one of the partnerships that makes the Montreal organization flourish.

Current director of the centre, Ms. Carolyn Osborne, used a musical analogy to describe why collaboration works: “when you think about it, members of the port community and our various ministry partners were all good at playing different instruments. When they didn't play together it made a racket.

But when we coordinated our work, it makes beautiful music.”

Ms. Osborne's analogy is especially true of the other partnerships that have marked the history of seafarers' welfare in Montreal.

A first partnership saw the creation of the Mariners' House of Montreal in the 1968 merger of the Protestant Montreal Sailors' Institute (founded 1862) with the Catholic Sailors' Club of Montreal (founded 1869).

A second partnership followed in 2001, when the Montreal Ministry to Seafarers of the Christian Reformed Church in North America merged with Mariners' House to form the present seafarers' center. The Ministry to Seafarers brought their own chaplains, but also an extra administrative assistant, two additional vehicles and a monthly rotation of dynamic volunteers.

Reflecting back on the significance of the merger, retired Ministry to Seafarers chaplain Lloyd Burghart said, “This was a top priority in my mandate. We were spending far too much time managing a building and not enough visiting ships. Joining with Mariner's House let the Ministry to Seafarers focus all



Two seafarers from the Philippines enjoyed their time at the Montreal Seafarers' Centre with Chaplain David Rozeboom on the Day of the Seafarer 2015

our energies on being with seafarers.”

That merger formed the basis of the continued work of seafarers' welfare in Montreal for the past decade and a half. Carolyn Osborne continues to serve as club director, helped by a team staff to drive the buses and assist seafarers in the club. The ecumenical chaplain team rotates for day and evening duties.

And Montreal's partnerships continue to produce fruit: last year they visited more than 1,618 ships and saw more than 12,200 seafarers visit the center. ✠



(Top left) Meeting participants visit the Halifax Seafarers' Center, (bottom left) Delegates display proposed constitution, (right) Rev. Maggie Whittingham-Lamont and Bishop Fred Hiltz participate in a special Sunday service for seafarers

MISSION TO SEAFARERS

Region of Canada council proposed in Halifax meeting

The Cooperative work of seafarers' welfare in Canada took a big step forward in June with the official proposition of the Mission to Seafarers: Region of Canada. Meeting in Halifax from June 19 to 21, representatives from Missions to Seafarer locations across Canada gathered together with other special guests to discuss common challenges and form an organization that could lead them forward. Delegates included Missions to Seafarers of Vancouver, Thunder Bay, St-Clair Region, Southern Ontario, Saint John and Halifax. Special guests included the Rev'd Andrew Wright, General Secretary of the Mission to Seafarers worldwide; Mr. Ken Hawkins, Mission to Seafarers regional director USA,; and Dr. Jason Zuidema, Executive Director of the North American Maritime Ministry Association (NAMMA).

Especially important was the joyful chairmanship of Archbishop Fred Hiltz, primate

of the Anglican Church in Canada, but also interim Mission to Seafarers liaison bishop. In his opening remarks on the first day of the conference, Archbishop Hiltz reflected on his experience of service to seafarers. He showed a plaque he received as a young priest with the text of the mariner's hymn, *Eternal Father Strong to Save*. He also remembered the importance of a visit to the seafarers' center in Halifax when he was 10. That visit, he said, is still "etched on his soul". Remember, he said to the delegates, that, "we gather in the name of Him who was familiar with the sea."

The conference proceeded with presentations by Andrew Wright on the renewed vision of the Mission to Seafarers worldwide and by Jason Zuidema on current initiatives of NAMMA. As Wright noted that he wished each Mission to Seafarer region take more ownership of its development, Zuidema

noted that ecumenical cooperation in local contexts continues to be critically important. Participants also heard a sobering and dynamic presentation by Professor Hugh Williamson of the Dalhousie Maritime Piracy Project on the continuing presence of piracy in the world.

The conference peaked with an early morning provisional ratification of the new Mission to Seafarers: Region of Canada constitution on Sunday over breakfast, election of Chaplain Nick Parker of MtS Vancouver as regional director, and then a festive liturgy with the community gathered at the 10:30 a.m. service at the Cathedral. Celebrated by archbishop Hiltz, with preaching by Andrew Wright, and assistance by the newly-ordained Halifax seafarers' chaplain Maggie Whittingham-Lamont, the service was a fitting conclusion to an historic meeting for seafarers' welfare in Canada. ✠

THE NATIONAL MARITIME DAY OBSERVANCE

Remembering those who serve us at sea

Every year the United States celebrates National Maritime Day with an Observance, this year on May 21 at the Department of Transportation Headquarters in Washington, D.C. National Maritime Day was created in 1933 to recognize the maritime industry and officially set on May 22, the date in 1819 that the American steamship *Savannah* set sail from Savannah, Georgia on the first-ever transoceanic voyage under steam power.

This year's Observance saw a wide cross-section of government and industry leaders attend to remember the importance of merchant seafarers for the economy in general, but also their role in assisting the armed forces. It is always great to see the participation of maritime students and those merchant mariners who have served in years past. Presenters included Mr. Paul Jaenichen, Maritime Administrator, and Ms. Kristen Decas, President of the American Association of Port Authorities. Both stressed the importance of ports and shipping to the prosperity and well being of the United States. It was also wonderful to have Bishop Kevin Boland present to give the opening prayer. His prayer allowed us to remember the importance of the sea, but especially those mariners who serve us at sea.

Following the Observance, seafarers' welfare was still on the agenda as the Rev. Marsh Drege, Director of Seafarers International House and President of the Board of NAMMA gave an address to the NAMEPA Safety at Sea Seminar at the National Press Club. His remarks focused on progress in seafarers' welfare since the ratification of the MLC, 2006 by many countries around the world. Though the United States has not yet signed on to this convention, Drege noted that the existence of the document is helping the cause of seafarers' welfare here. ❖



Mr. Paul Jaenichen salutes seafarers with other maritime leaders during the National Maritime Day Observance



Marsh Drege presenting at Safety at Sea Seminar



Bishop Kevin Boland, Sr., Joanna Okereke, Dr. Jason Zuidema



Bishop Kevin Boland giving invocation

TACKLING THE WORST ENEMY OF THE MODERN SEAFARER



Crew from the Ukraine call their families using the Internet at the Montreal Seafarers' Centre

Communications at sea and in port are the number one welfare concern of seafarers around the world, with loneliness cited as their worst enemy.

The issues facing today's seafarers were at the fore during the recent Seafarer's Welfare Conference, run in parallel with CMA 2015. The North American Maritime Ministry Association (NAMMA) along with the International Seafarers' Welfare Assistance Network (ISWAN) brought international seafarers' welfare personnel together with leading industry representatives at the event in March.

Shane Rossbacher, SVP Business Development, Inmarsat Maritime and Ken Hawkins, Executive Director, Mission to Seafarers Seattle, joined one session chaired by ISWAN, to discuss the impact of communications on life at sea.

Rossbacher pointed out that modern society has effectively added 'WiFi' to Maslow's Hierarchy of Needs. He joked that the most basic need expressed by Maslow's pyramid should, in the modern world, be battery life! Joking aside, the expectation of connectivity as a basic human need pervades the world on board vessels just as it does shore-side.

Crew welfare covers two elements: peace of mind and comfort. "In terms of peace of mind, Inmarsat has brought huge improvements to onboard safety. Set up as an intergovernmental initiative within SOLAS, continuous innovation in this area is still of the utmost importance to us and remains a fundamental driver of our business," explained Rossbacher. "Inmarsat's products now also address the element of comfort when talking crew welfare, with solutions offering voice



and video calling, Internet access, movies and entertainment. Inmarsat aims to deliver an on-vessel experience that is akin to that taken for granted ashore. This goal is closer to realisation with the launch of the new Global Xpress network, the first high-speed broadband network to span the world, representing a \$1.6 billion investment for Inmarsat."

Hawkins agreed about the importance of communications to seafarers, stating: "communications connect them to their world; every week I see a sailor call home on Skype and see their child for the first time." Hawkins drove home the point that it is not just about the seafarer's welfare but also those left at home - wives, children and other family members. With periods away averaging approximately nine months, regular access to communication eases the strain on relationships from all sides.

Hawkins, however, raised concerns regarding the increased access to onboard connectivity, saying "communications provide the tether to their world, but I do worry about increased availability onboard vessels where crew already live an unstructured life. We don't want to see a repeat of what happened with gaming. Crew need sufficient rest as



well as proper social interaction with colleagues." Rossbacher agreed, commenting: "Inmarsat is working closely with owners and sees a trend in limiting the time of day there is access to services, as well as another for content filtering."

WiFi keeps us connected but also has the potential to isolate us from each other. We often interact with our devices at the expense of real human contact; within the unstructured environment aboard a vessel this can encourage unsociable behaviour, leading to loneliness. However, Rossbacher described examples where the installation of Inmarsat products had a positive impact on crew interaction. "A Hong Kong shipowner recently requested our Fleet Media service on its vessels," he said. "Instead of making it available via WiFi in cabins, the owner wanted it within a social space in order to bring the crew together. It has been very successful. Inmarsat's range of solutions is fundamentally aimed at improving crew welfare, whether this is by increasing safety or efficiency, or tackling loneliness - both physically, by improving social interaction onboard, or by connecting crew with home and the rest of the world." ❖

Cruise Ship Priests – AOS-USA in Action



PHOTO: AOS-USA

Fr. Michael Barrosa with crew on *Celebrity Century*

by Doreen Badeaux

The Apostleship of the Sea of the United States of America (AOS-USA) is the professional association of Catholic mariners, AOS Port Chaplains and Cruise Ship Priests, and all those who support the apostolic work of the Catholic Church to the People of the Sea.

Our mission is to teach and witness to the Word of God and to serve God's people, especially seafarers, maritime personnel and people of the sea, by fostering their growth and renewal, through prayer, study and Christian service. In addition AOS-USA promotes the professional training of maritime ministers and advocates for the People of the Sea.

Our purpose is to promote worship and Christian teaching. We also devote ourselves to works of the maritime apostolate, such as evangelization, works of piety or charity, and those which animate the temporal order with the Christian spirit. We carry out this purpose by:

- Providing mutual support and intercommunication for Catholic maritime ministers.
- Laboring on behalf of the dignity and human rights of every person in the maritime community.
- Providing training and formation for men and women training to prepare them for Catholic maritime ministry.
- Maintaining the Cruise Ship Priest Program for the pastoral care of cruise ship passengers and crew.

Concretely, what do we do?

Let us focus on the Cruise Ship Priest Program. In the year 2014, we placed Catholic priests onboard 514 cruises on 45 different ships for 5 different cruise lines. We were able to do this thanks to a small army of 500 priests, each of whom was vetted and approved for maritime ministry. Each was given instruction on the ministry, including instruction on the *Motu Proprio Stella Maris*, which are the “marching orders” given to the Apostleship of the Sea by St. Pope John Paul II.



Crew of the Solstice

Once onboard, the cruise ship priest provides daily Mass, as well as a special Crew Mass at least once a week. He makes himself visible onboard and offers pastoral care and Christian friendship to all passengers, staff and crew onboard, regardless of their faith background, culture, gender, etc. He introduces himself to the infirmary and checks on those who are ill or injured. Oftentimes, there are serious illnesses onboard, and the priest is able to bring the anointing of the sick to the injured person and to give pastoral care not only to that person but to their family and friends traveling with them.

This past June, one of our cruise lines, Holland America Line (HAL), suffered a tragic loss, when several passengers onboard the *Westerdam* died in a plane crash while on an excursion not sponsored by HAL. As soon as we learned the news, we sent a message to the head office to express our condolences and to offer our help and assistance. HAL has an AOS-USA Cruise Ship Priest on each and every cruise, so the priest onboard, Fr. Bill Gold, who has done this ministry for many years, was able to spring into action at once. He held a Memorial Mass at 10:00 am that morning, and the cruise line reported back to us stating:

“We just concluded our memorial service, with standing room only in the showroom. It was very sensitively executed by Father Gold, who is scheduled to be on board for another few weeks.”

Those who work with seafarers know that they take the needs of everyone on the ship very seriously, so for the staff and crew onboard to suddenly lose 8 people from their vessel, it was very difficult. It was a great blessing for them that Fr. Gold was onboard and would remain onboard for another month. He is also a regular priest onboard that vessel, so counseling and pastoral care with the staff and crew was very natural and easy.

The passengers also become quite close. Many of them travel multiple times on one specific ship or cruise line, and a family community begins to form. Therefore several of the other HAL ships in port that week were also affected. Thus we received the following note from Fr. Paul Warren, AOS-USA Cruise Ship Priest onboard the *Noordam*:

“I know you are fully aware of the float-plane crash in Ketchikan and the death of 8 of Holland America’s passengers. Our ship was docked right next to the *Westerdam* on Thursday, the day of the plane crash. The Cruise Director asked me to console some of the passengers who were shaken by the news, which I did. I imagine the priest onboard the *Westerdam* had some intense counseling to do.”

Our priests surrounded Fr. Gold and all those affected by this tragedy in prayer and shared their thoughts and reflections on our private Facebook site. This note from Fr. Gary Padgett is typical of the responses and shows the importance of the ministry onboard:

“The *Westerdam* accident is a sobering reminder that our ministry is serious and essential. The presence of a Catholic priest who is trained in crisis management brings the necessary spiritual component to something as awful as this week’s plane crash. I am reminded once again that we are present for a serious purpose... and thank goodness we are able to do that. It continues to be an honor and privilege to serve in this ministry.” ❖



Doreen Badeaux

is the Secretary General of AOS-USA and Board President of the Port Arthur International Seafarers’ Center.

“Seafarers’ Welfare in the Caribbean” March 1-2, 2016

Join NAMMA for an exciting two-day conference on seafarers’ welfare in the Caribbean in sunny Fort Lauderdale, Florida. Participants will include seafarers’ welfare and industry representatives working in the Caribbean (including Bermuda and the coast of Mexico), national and international leaders in NAMMA and its partners, and many other interested stakeholders. The conference will provide an opportunity to strengthen networks, but also discuss a broad range of topics:

- the state of seafarers’ welfare in the Caribbean region
- piracy and migration by sea in the Caribbean
- cruise ship crew welfare
- best practice for port welfare committees
- experience of honorary and volunteer chaplains in Caribbean
- communication, internet and social media

Location: Hyatt Regency Pier Sixty-Six
(2301 SE 17th Street, Fort Lauderdale, Fl, 33316)

www.namma.org

THE IMPACT OF ROALD KVERNDAL ON SEAFARERS' WELFARE

by Paul Mooney

There is no doubt that Roald Kverndal (1921-2015) made a direct contribution to seafarers' welfare as a chaplain, a mission board executive, historian, theologian, author and advocate of the cause of seafarers and those who would serve seafarers from the beginning of his preparations for ministry in the early 1950s till the end of his life. In his early career Roald studied maritime law and seemed destined for a career in the shipping field, but a strong sense of calling to ministry, specifically ministry among seafarers, was to mark the latter two thirds of his life.

Not to diminish in any way Roald's years in the direct provision of faith-based welfare services to seafarers, it was his particular efforts to apply his intellect to the study of maritime mission that gave an undisputed contribution to the field of maritime mission studies and to those, who like Roald, would seek to use the insights gained from research into the study of maritime mission to further the work of faith-based seafarers' welfare organizations. Roald may have been deeply interested in the history of maritime mission but he never



PHOTO: Kverndal

lost sight of issues facing seafaring in the contemporary world or in the challenges that confront those involved in the ongoing work of the provision of welfare services to seafarers in the context of maritime ministry. Roald was truly a pioneer researcher breaking new ground when he began his work on the history of maritime mission that eventually resulted in his gaining a doctorate in theology at the University of Oslo in 1984. This in turn gave rise to the publication of his landmark work *Seamen's Missions: Their Origin*

and *Early Growth* in 1986. Most people in their sixties would be content to rest on their laurels but Roald was, as always, a man on a mission and by the end of the 1980s he was on his way towards the foundation of the International Association for the Study of Maritime Mission with some like-minded people in Leeds, England in 1990.

From 1979 to 1990, Roald was Executive Secretary of the then-International Council of Seamen's Agencies (ICOSA) which by the end of his tenure was on its way to becoming NAMMA. The issues of *Watermarks* from those years show how deeply committed and how involved Roald was in interpreting and responding to the massive changes and challenges that were facing the shipping industry, seafaring and those who were providing services to seafarers in rapidly changing circumstances. Roald served as a consultant on maritime ministry to the Lutheran World Federation as well as his work for ICOSA in the 1980s and into the 1990s but eventual retirement did not stop his determined efforts on behalf of seafarers. Roald responded to the issues facing maritime ministry in the new millennium with the publication of his second major study *The Way of the Sea* which was published in 2008 when he was a sprightly eighty-seven-year-old. But that didn't stop Roald. There was another book left in him, a slimmer but still significant contribution: his biography of his 'hero' of maritime mission history *George Charles Smith of Penzance* published in 2012. Roald Kverndal was instrumental in putting the study of maritime mission into the wider canon of mission studies and in using that research to inform and inspire those who seek the spiritual, moral, physical, mental, emotional, and social welfare of those who go down to the sea in ships and those associated with them. ✠



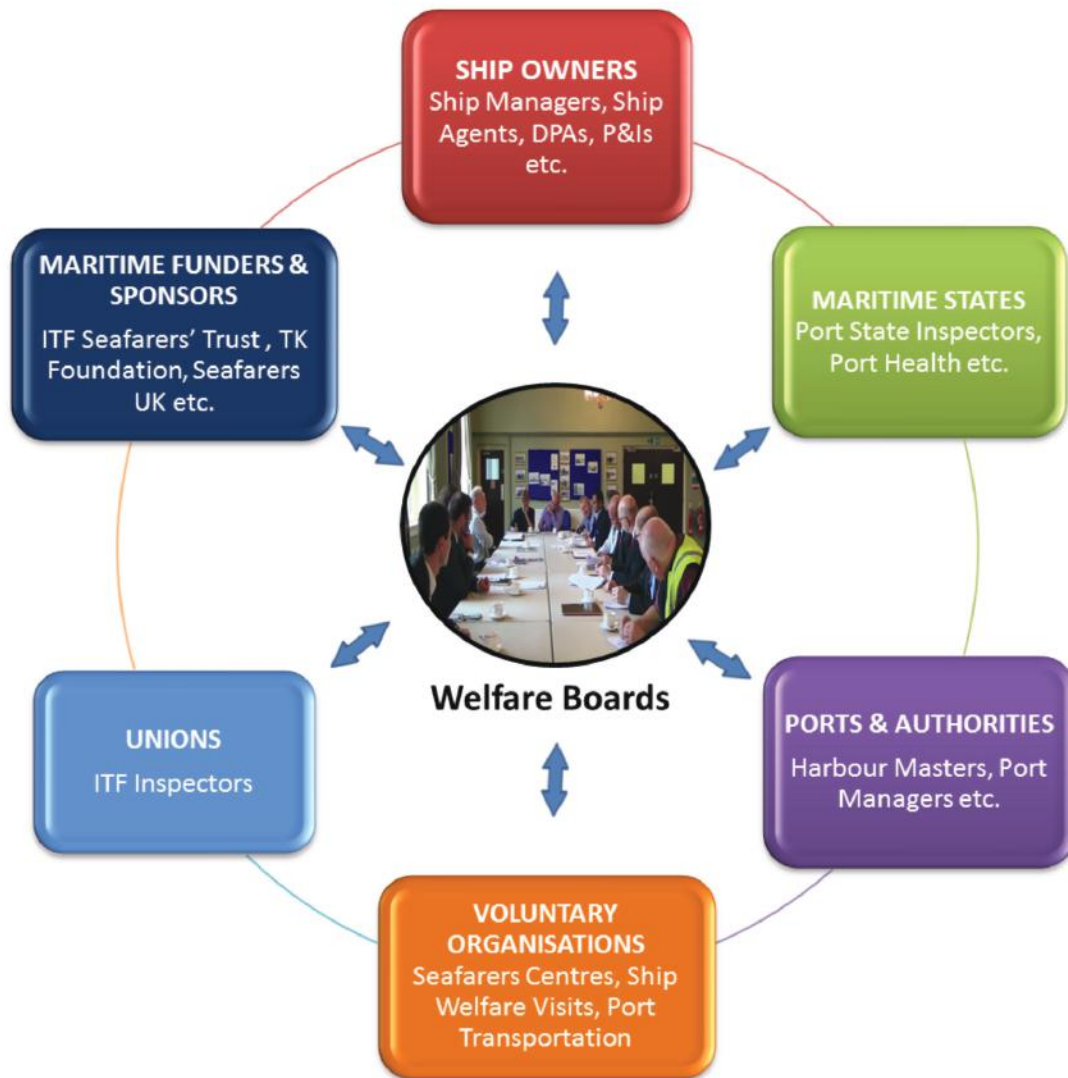
The Mission to Seafarers is thankful for NAMMA and its partnership in providing help and support to the world's seafarers.

www.missiontoseafarers.org | Registered charity no: 1123613



Dean Paul Mooney

received his doctorate for a thesis on maritime ministry from the Faculty of Protestant Theology in Brussels, Belgium and has served as port chaplain in Korea, Belgium and Ireland.



Pilot Project Develops Seafarers' Welfare Boards in the 21st Century

by Peter Tomlin

Life at sea, even when a ship is alongside, has never been easy. In the 21st Century trends such as ever smaller crew numbers, often from multicultural backgrounds, combined with short, busy turn-around times in port, all impact a seafarer's quality of life. The recently introduced Maritime Labour Convention, 2006 recognises these issues and, importantly, the need for seafarers to have easy access to shore based welfare facilities. Though the MLC, 2006 actively promotes and encourages all signatory states to establish seafarers' welfare boards in

order to support port welfare services, one need not be a signatory to reap the benefits of a welfare board and partnership working.

The concept and advantages of welfare boards, both national and local port welfare committees, have long been understood and encouraged. The oldest such organisation is believed to be the UK's Merchant Navy Welfare Board (MNWB) which, although established in 1948, can trace its origins back to 1928. Today the MNWB has 46 constituent members which include representatives of shipowners, unions, voluntary organisations and also includes 43 maritime charities. Key to helping support its

work are its 15 local welfare boards, known as "Port Welfare Committees (PWCs)" in the UK alongside another in Gibraltar.

A global umbrella organisation for seafarers' welfare is the International Seafarers Welfare and Assistance Network (ISWAN) which has commissioned MNWB to use their expertise to undertake a pilot project that will help establish at least five welfare boards in different locations around the world during 2015/16. The funding for this initiative comes from the ITF Seafarers' Trust and if it is successful, as is anticipated, then it is expected to lead to a much larger project.

Due to its global nature, the pilot has been



Port welfare committee gathers in Gladstone

launched with a custom-made website (www.portwelfare.org) inviting countries and ports to register an “expression of interest” to participate in the port welfare partnership initiative. The project has already received numerous positive responses for help from 69 individual ports in 39 countries and we welcome more.

The project has an international executive committee that boasts representation from maritime authorities, ship owners, ports,

unions and voluntary organisations, which includes ICMA board vice-chair Jason Zuidema. The Committee has chosen the pilot project beneficiaries and welfare boards have already been set up successfully in Australia (Gladstone & Brisbane) with a limited number to follow in North America, Europe, Africa and Asia to prove and enhance the system.



“The creation of the Gladstone Port Welfare Committee has been far beyond my expectations – we now have the entire local maritime community supporting us” said Dennis Anderson, the Mission to Seafarers Centre Manager. The Gladstone case study is on the project website.

The project has the full support of well-known international voluntary organisations such as those in ICMA and NAMMA, including the Apostleship of the Sea and Mission to Seafarers and Sailors’ Society, all of whom provide a global network of seafarers’ centers and ship visitors. Like MNWB they understand the benefits of ever closer collaboration, which will help better to support their roles. In every sense this can be described as a partnership project that will provide increased support for seafarers around the world. ❖



Peter Tomlin, MBE,

is Deputy Chief Executive of the Merchant Navy Welfare Board. He joined the MNWB in 2002, having served 26 years in the Royal Navy, working his way through the ranks to Lieutenant Commander. Both a Seaman Officer and specialist Physical Training and Recreation Officer; he served in numerous ships ranging from

fishery protection vessels to frigates. He also served as RN Executive Officer and Deputy Queen’s Harbour Master in Gibraltar:

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