Port Call

Fall 2012

Seafarers & International House

Serving Seafarers, Sojourners and Community

Christmas-at-Sea Gift Satchels

Each satchel contains

1 sweatshirt
3 pairs of socks
1 casual pullover shirt
1 knit winter cap
1 can of nuts or 1 large chocolate bar, and
1 signed Christmas card

25 satchels filled by your congregation, your office or your neighbors would bring joy to the entire crew of a merchant ship

Contact Noreen Fleming for satchels and further information at

212-677-4800 (ext. 1218)

or nfleming@sihnyc.org

Why Criminalize Seafarers?

Nearly 25% of all ship captains have faced criminal charges sometime during their careers, according to a recent survey.[1] That puts new meaning to the phrase "occupational hazard.

The criminal charges include records, collisions, pollution, groundings, drug smuggling, and breach of port regulations.[2]

Because maritime trade is global, seafarers face a myriad of evolving national laws which criminalize previously lawful activities. The seafarers cannot possibly keep track of all of them. Moreover, seafarers are invariably foreigners in the ports in which their ships call, and they are often ill-treated for that reason alone.

Over 80% of those surveyed complained that they had no legal representation, and over 90% complained that they were denied interpretors and had no idea what was being said in court. Many seafarers felt intimidated and most felt they had not been treated fairly.

One notorious example of unfair treatment may be the 69-year old captain of the M/V Prestige, sailing in heavy seas, and in distress. The captain sought port refuge, but the port authorities in Spain, France and Portugal successively denied entry and forced the stricken tanker into open waters and away from the coastline. Within days, the ship broke and sank, spilling over 60,000 tons of fuel oil, causing tremendous environmental damage. The Spanish authorities arrested the captain and set the bail at three million euros. The benefical owners remain unknown, and they left the Captain to languish in prison for three months until bail was posted.

Seafarers are foreigners in nearly every port of call and easy, low-risk targets in zealous port state criminal prosecutions

In 2011 Panamanian authorities boarded the containership MV Maas Trader and discovered 168 packets of cocaine. After a few days, the ship and the crew were released, but the captain was arrested on the theory that since the captain is in charge of the ship, he must have been aware of, and responsible for the illegal drugs. After 17 months, the captain is still in prison awaiting trial.[3]

Several years ago, Captain Kristo Laptalo was arrested and convicted of possession of cocaine found in two of the 187,000 crates of bananas in the reefer ship, M/V Coral Sea. He spent over two years in prison before an appellate court reversed the conviction.

The shipping industry readily acknowledges that criminal prosecution is appropriate for certain acts of ocean pollution. On the other hand, it is seafarers who are arrested and detained. The ship itself is usually released within a short period after her insurers post bail. The shipping executives, of course, are rarely imprisoned.

Guidelines on the fair treatment of seafarers in the event of an accident were adopted in 2006 by the International Maritime Organization.[4] The problem is, these guidelines are not likely to abate the criminalization of seafarers.

First, they're just guides, not

Continued on page 2

SEAFARERS & INTERNATIONAL HOUSE
123 East 15th Street, New York, NY 10003
212-677-4800 info@sihnyc.org
www.sihnyc.org

A Lutheran mission for seafarers and sojourners, seeking to nurture the human spirit and foster human dignity. This mission is accomplished through pastoral care, hospitality, social assistance, advocacy and prayer, offered in ports in Baltimore, Connecticut, New Jersey, New York, Pennsylvania and Rhode Island, and in an 84-room guesthouse in Manhattan.

Executive Staff

Rev. Marsh Luther Drege
Pastor and Executive Director

Christopher V. Roehrer, Director
Development and Communicatios

Roberto Zapata
Director of House Operations

Noreen M. Fleming
Office Manager

Alina Kielczewski
Financial Manager

Chaplaincy Staff

Rev. Arnd Braun-Storck
Rev. Christine A. Dawson-Bridge
Rev. Luisito Desteza
Sigrid Jaegersen Erickson
Rev. William C. Fensterer
Rev. William D. Rex
Rev. Gerry F. Rickel
Ruth Setaro

Board of Directors

Susan Smyth Bell, *President*
Rev. Janet Elizabeth Blair
Rev. Dr. William E. Bogholtz
Watson Bosler
Arthur W. Clark, *Treasurer*
Harry C. Forse
Capt. Richard J. Green
Rev. Dr. Shauna Hannan
Rev. Paul Hansen
Capt. Philip M. Hansen
Bishop James E. Hazelwood, *Ex Officio*
Steven Hudson
Rev. James H. McKinley, *Vice Pres.*
Dr. Daniel Molloy
John M. Ogren
Rev. Victor J. Rapp
Ruth A. Reko
Bishop E. Roy Riley, *Ex Officio*
Bishop Robert A. Rimbo, *Ex Officio*
Rev. Soenke Schmidt-Lange
Capt. Richard J. Schoenlank
Jill M. Scibilia
Jacob Shisha, Esq.
Rev. William L. Sieburg
Rev. James E. Sudbrock, *Secretary*
Michael G. Timpone, Esq.
Rev. Frederick G. Wedemeyer
Sharon Wilson

Now in the Port of NY & NJ

We welcome Rev. Arnd Braun-Storck, the newest addition to our staff of port chaplains. Rev. Braun-Storck serves in the Port of New York/New Jersey.

He comes to us in connection with the merger of the German Seamen's Mission of New York, where he served earlier in the role of interim chaplain and more recently as a member of its board of directors.

Rev. Braun-Storck is a valued resource for seafarers here.

Christmas-at-Sea

Between Thanksgiving and Christmas and even a few days thereafter for the Christian Orthodox seafarers, our port chaplains will be distributing satchels, filled with practical, but festive gifts – a warm sweatshirt, socks, a casual pullover shirt, a knit woolen watch cap, a can of nuts or large chocolate bar and a Christmas card from those of us ashore who will enjoy the Holiday in the warmth of our homes with family and friends.

Seafarers rarely can celebrate Christmas in their homes and with their families.

Won't you help us, please, to make Christmas a little more joyous for seafarers aboard ship? For details, check out our website or call or email us and ask for "Christmas-at-Sea".

Seafarers Criminalized *Continued from page1*

enforceable mandates. Port states should conduct all their investigations in a fair and expeditious manner; should provide access to detained seafarers; should take steps to ensure that adequate measures are taken to preserve human rights (as opposed to giving lip service to those rights); should provide interpretation services; and should advise them of their right against self-incrimination. Many attorneys may wonder whether the line between self-incrimination and failure to co-operate in an investigation will be understood by the seafarer. Possibly for that reason the guidelines add, unhelpfully, that "seafarers should take steps to ensure that they fully understand their right not to self-incriminate".[5]

The second problem is that ocean pollution is finally seen as a serious threat to all life, and public opinion has forced governments to take significant action to address the issue. Not surprisingly, port states spare no effort (and spare no innocent seafarers) in enforcing environmental mandates. The detention of seafarers for many months as material witnesses is commonplace in the United States. One maritime industry leader speculates that the United States detains more seafaring witnesses than it does terrorist suspects.

The third problem is simply that historically, seafarers have been regarded as less worthy, an attitude that prevails today because seafarers are foreigners in most port states. In the fight for clean air and clean water, the welfare of seafarers is all but incidental to clean oceans. Are seafarers just easy targets?

The final problem may be that throughout the world today, criminal sanctions increasingly seem to be the answer to all of society's problems. It seems that we're not a very kind or forgiving society anymore.

---

1. David Osler, "Survey finds one in four masters has faced charges", LLOYD'S LIST, April 23, 2012.

2. Ibid.

3. "Lost In Prison - A Captain's Search For Freedom In Panama", GCAPTAIN, September 26, 2012, www.gcaptain.com

4. Guidelines on fair treatment of seafarers in the event of a maritime accident", Cicular Letter No. 2711, INTERNATIONAL MARITIME ORGANIZATION, June 26, 2006.

5. Op cit. Annex, page 8

Christopher V. Roehrer, Director
Development and Communications

Coming Full Circle

Rev. Marsh Luther Drege
Pastor and Executive Director

As some of you probably know, I'm a fan of musical theatre – especially musical theatre where art and faith appear to intersect in such unique ways. One example and a favorite of mine is the musical, THE LION KING and the inspiring theme song, "The Circle of Life":

It's the circle of Life
And it moves us all
through despair and hope
Through faith and love
Till we find our place
on the path unwinding
in the circle,
The circle of life.

Isaiah talked about this circle as well: "Have you not known? Have you not heard? Has it not been told you from the beginning? Have you not understood from the foundations of the earth? It is he who sits above the circle of the earth. He gives power to the faint, and strengthens the powerless." (Isaiah 40 22; 29)

For nearly 140 years now this ministry has been giving power to the faint and strengthening the powerless, especially those who toil almost invisibly at sea. Now, our ministry has come full circle, again caring for those who were part of our original mission focus in 1873: the countless immigrants in search of a better life.

Today's asylum seekers know, even more than yesterday's immigrants, the persecution and inhumanity that forces even most stalwart souls to flee their homelands.

By our very focused welcome and hospitality for these asylum seekers, we strive to follow Christ's command to care for the displaced, the discouraged, and the disadvantaged.

Sometimes, this means "circling back" to the mission focus and outreach that have been part of our legacy. Along the way of this nation's development, its people have at times forgotten their roots, and the very thing that has made it great – a virtual melting pot of cultures, ethnic backgrounds, languages and religious traditions.

The identity of seafarers and immigrants who need our care and concern will continue to evolve over the years to come, as in the years past. But the mission response of succor and hospitality is timeless.

We give thanks to you for your untiring support which allows this mission to come full circle in its service to seafarers and sojourners "till we find our place on the path unwinding in the circle. The circle of life."

Peace,

Marsh Luther Drege

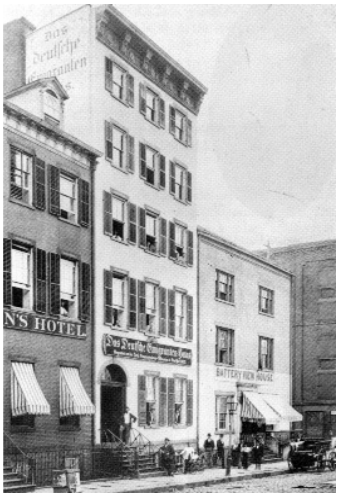
Merger of the German Seamen's Mission of New York

In 1873, the same year that the Church of Sweden sent a Swedish Lutheran pastor to start a mission to Swedish seafarers and Swedish immigrants in the Port of New York, the German Lutheran Emigrants House opened its doors for German seafarers and immigrants.

For the next twenty years, these two predecessor organizations to Seafarers & International House and German Seamen's Mission of New York shared a ministry to the Swedish and German seafarers and immigrants before they each opened their separate, new guesthouses.

While Seafarers & International House remained in Manhattan, the German Seamen's Mission of New York extended the reach of its mission to Hoboken NJ, a community then affectionately known as a suburb of Bremen, the great seaport in Germany.

The mission of the German Seamen's Mission endured the fallout of two World Wars and the changing demographics of Hoboken. In 1979 the Hoboken facility was sold and mission work was then consolidated in Manhattan.



Das Deutsche Emigranten Haus on Water Street in lower Manhattan

Since 1978, Rev. Clint Padgitt has served as executive director of the German Seamen's Mission until his retirement in the Fall of 2011.

The logo of the worldwide network of German Seamen's Missions

So, after 125 years of working collaboratively in the service to seafarers in the Port of New York and New Jersey, the board of directors of the German Seamen's Mission of New York determined that its long tradition of service to seafarers would best be achieved through its merger into Seafarers & International House. To that end, Rev. Soenke Schmidt-Lange continues his role as a member of the board of directors of the surviving corporation and Rev. Arnd Braun-Strock has become a port chaplain for the Port of New York/New Jersey. The mission has indeed come full circle in the spirit of Lutheran service and outreach.

Lost Eye, Lost Job

We've heard it again and again: seafaring is one of the most dangerous occupations in the world.

Last August, I visited a container ship. One of her crew members had just lost an eye. The seafarer was working on deck when one of the ship ropes snapped and flew across his face. He was admitted into the local hospital for seven days. Even with the surgeons' best efforts, one of the eyes could not be saved.

With sight in only one eye, the seafarer was declared unfit for duty and his contract terminated while he was recovering from his injuries in the hospital. His ship had already sailed while he was in the hospital, and he was lonely, a little despondent and a little scared.

I visited him nearly everyday, consoled him, brought him a cellphone so he could call his family and tended as best I could to his needs.

He was concerned: how would he support his family if he could no longer go to sea? How would he pay for his continuing medicial needs? Philippines' economy is heavily reliant on remittances from its seafarers and other workers abroad. Employment opportunities in the Philippines are still limited.

Even when correctly loaded on the winch from the bottom and threaded through bits, ship ropes can snap and cause serious injury to seafarers.

Rev. Luisito Desteza, Port Chaplain (New York and New Jersey)

Stranded

When a European ferry service operator laid up eleven ferries in several Spanish, French and Moroccan ports, in order to avoid bankruptcy, 360 seafarers were stranded without food, fuel or pay. After six months, the last of the seafarers were sent home. Becoming stranded in a foreign port has become a serious occupational hazard in seafaring.

So, why is it that flag states don't require their ships to post a bond or other collateral to cover repatriation costs?

Tired and Grieving

The ship arrived in New Haven after an eleven-day Atlantic Ocean crossing. Three storms had been encountered. The crew had not been able to sleep as the ship rolled from side to side. Many had been seasick. They were tired, but thankful to reach the safety of the port.

No sooner had the mooring lines been fastened than the Coast Guard boarded the ship for a routine inspection and a fire drill. The crew donned their fire suits and dragged fire hoses across decks and up to the galley where the "fire" was to have occurred. I stayed on deck with the deck officer and watched the hustle and bustle.

As the crew ran by I heard, "Mum, do you have phonecards? Do you have a modem? Can we go shopping?"

"Yes, yes of course, finish your drill," I replied. After the call had been made to abandon ship, and everyone had made it to the lifeboat, the drill was completed. Then I met the seafarers in crew mess and got down to business: cell phones, calling cards, WiFi hubs, magazines and shopping.

The cook brought me a cup of coffee and a piece of chocolate cake. He sat down for a minute, looking exhausted. I asked if he was Okay. "Just tired", he said, as he left to serve lunch.

Then, as the men finished their duty and had some free time, we began the trips to discount stores and shopping malls. Having dropped off one group at the mall, the cook remained in the van to talk.

He had just learned that his brother suffered a massive heart attack, died and was buried during the earlier 11-day Atlantic crossing. He hadn't told any of his shipmates about the death. He just needed a little privacy to cry and someone with whom to share his grief. He recalled some memories of growing up with his brother. We prayed. It was a poignant moment.

Protective fire suits are cumbersome, but critical for the seafarers' well-being

Ruth Setaro, Port Chaplain (New England) and Port Mission Coordinator

Piracy. More Guns at Sea. Really?

The M/V Orna, a Panamian flagged, UAE-owned bulk cargo ship and 13 of her 19 crew were released on October 19, 2012, after having been seized and held hostage since December 20, 2010.[1] Six of the remaining crew are still held hostage. Last September, it was reported that a Syrian crew member was executed, because his captors were unhappy with the slow pace of negotiations with the shipowner. "The killing was a message to the owners of the ship who paid no heed to our ranson demands."[2]

A "message" of this sort is not acceptable and cannot go unanswered.[3]

If you were a seafarer, would you really feel secure with these guys doing security drills on the deck of your merchant ship?

Last August, after a Yemini fisherman was shot and killed by Russian soldiers aboard the M/V Nordic Fighter, the Russian vice admiral denied responsibility and said that the fishermen may not have been peaceful. The president of the ship owner, Nordic American Tankers Ltd. initially denied any shooting from his ship and later offered in the company statement, that Nordic Tankers "always acts responsibly".

"Denials" and "comments" of this sort also are not acceptable and cannot go unanswered.

Mohammed Ali Quanas was cooking dinner for seven other fisherman when the shots were fired from a distance of 1,640 feet. The fisherman was hit in the face. No weapons were found on the fishing vessel, and all Mohammed Ali Quansa had in his hands was a ball of dough.[4]

Admittedly, on a huge expanse of oceans, Indian and Southern Atlantic, where piracy is so prevalent, it's nearly impossible for multi- national naval forces to patrol the waters and protect all merchant ships and their crews. So some ship operators are hiring private security forces to supplement various audio and mechanical devices to ward off pirate attacks.

The growth of private security firms is huge. It is reported that over 140 of these firms now operate in the Indian Ocean.[5] Last year, 4% of the ships sailing around the Horn of Africa had hired armed security guards. Today, that figure has risen to 30%. While few, if any, merchant ships with armed security guards have been successfully boarded and seized by pirates, the cost of escalated violence between guards and pirates may be greater than the ransom costs.[6]

An armed security guard is paid as much as $500 per day and is contracted out to a shipping firm at $1,000.[7] A reminder, once again, that there is no risk to national or international security that does not promise even a greater opportunity for financial gain.

Moreover, increased demand for private security is apt to grow from a handful of armed guards to fleets of armed escort ships, and the Department of State is wary. "As a matter of policy and philosophy for many years, governments have reserved to themselves the right to maintain a monopoly on the use of armed force."[8]

It is perceived that there is less accountability and less operational control in the private security industry than with national armed forces. Of course, it is easier for any government to "wink" at abusive conduct and excessive force by private contractors and covert operatives than to explain these same lapses by armed forces under their command.

Furthermore, governments are struggling with budgets and one of the targets for addressing deficits is defense expenditures.

It ought to be clear, however, that combatting Somalian piracy is better accomplished on land, than on water. Nevertheless, with the failed international intervention in Somalia in the 1990s still fresh in minds of foreign policy-makers, there is little resolve among the nations of the world to re-enter the country, disarm the several warlords, and assist the Somalis in rebuilding their society and their economy.

That's tragic – for seafarers, for fishermen and for world peace.

1. Mike Schuler, "M/V Orna Released By Pirates, Six Crew Still Held", gCaptain, October 21, 2012, www.gcaptain.com

2. "Somali Pirates Kill Hostage Amid Ranson Payment Delays" gCaptain, September 3, 2012, www.gcaptain.com

3. Ramola Talwar Badam, "Six M/V Orna Crew Still Held by Pirates", The National, October 22, 2012, www.thenational.ae/news/uae-news.

4. Alan Katz, "Fighting Piracy Goes Awry With Killings of Fishermen", Bloomberg, September 17, 2012, www.bloomberg.com

5. James Brown, "Pirates and Privateers: Managing the Indian Ocean's Private Security Boom", Lowry Institute for International Study, September 2012

6. Sharon Weinberger, "State Department Says No to Merc Ships at Sea (Updated)," April 15, 2011, www.wired.com

7. Brown, op cit.

8. Weinberger, op cit.

Christopher V. Roehrer, Director
Development and Communications

UPDATE: In the first nine months of this year, sea piracy has fallen to its lowest level worldwide since 2008, according to CNN on October 23rd.

World Fleet by Ownership and Flag

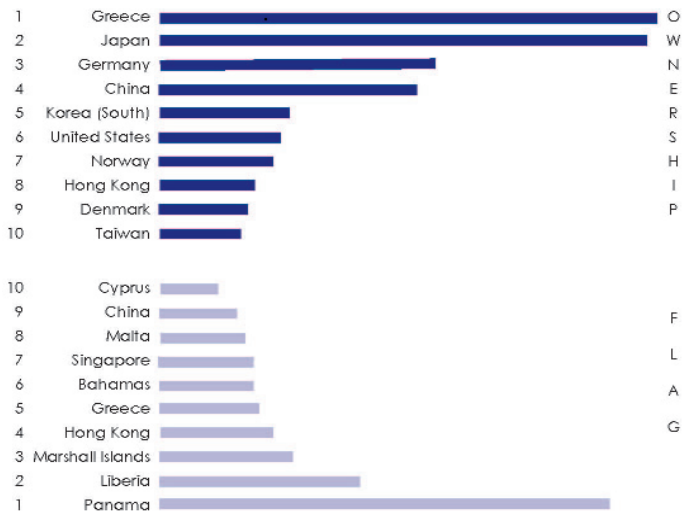
One of the main arguments against open registries or "flags of convenience" is that there is no genuine link between the flag that the ship flies and the nationality or residence of its owners and managers, or for that matter the nationality or residence of her seafarers.

The International Transportation Workers' Federation (ITF) has argued since 1948 that FOCs provide a means for shipowners and operators to avoid minimal wage, hour and working conditions required in industrial societies.[1]

Given how world markets have developed since WWII, it's all the more remarkable what little overlap there is between the world fleet's ownership and its registry. The only countries appearing in the top ten list of ownership and flag are Greece, China and Hong Kong, and they are not included, therefore, in the ITF's list of FOC countries.

While the ratification of the Maritime Labour Convention of 2006 is expected to force some improvement in wages, hours and working conditions for seafarers, the shipowner's and ship operator's ability to select a country that has no industry and no industrial regulation, is likely to mean that shipowners and operators will continue to be largely immune from legal and public opinion challenges, and seafarers will continue to be marginalized foreigners.

There is some irony in the fact that shipping, merchant and naval, once regarded as a measure of a nation's greatness, is now largely irrelevant. We need to be concerned about the long term implications of this trend. Once the nation ceases to be the vehicle by which human affairs are governed, seafarers will not be the only people who will be marginalized.



This listing of the top ten beneficial owner nations and national registries of the world fleet is based on deadweight tonnage and is derived from data compiled by the International Chamber of Shipping and several shipping associations (www.marisec.org).

1. International Transportation Workers Federation, www.itfglobal.org

Mission Advocacy: Fishermen are Seafarers Too

1 Get the Facts

When an innocent fisherman is killed, mistakenly or recklessly, it is a tragedy, not "collateral damage".

Mohammed Ali Quanas was a Yemini fisherman and cook, not a pirate. He was a human being, not "collateral damage".

While mistakes do happen, how we respond to them is important. Not everybody in the Indian Sea is a pirate and sailing toward a fishing boat that is turning away and targeting the occupants at a distance of over 1,600 feet is not averting a threat; it's a reckless disregard for human life. Let's remember that fisherman are also seafarers.

2 Write Your Message

There are two messages we would encourage you to write.

First, a message to the Russian Embassy in Washington DC should express concern that its naval officer's shooting of an unarmed fisherman at a distance of 1,600 feet was unnecessary and imprudent.

Second, a message to Nordic American Tankers Ltd.'s CEO should ask if his statement that his company "always acts responsibly" means that it has sent condolences to the family of Mohammed Ali Quanas and will compensate them for their loss.

3 Send Your Message

Hon. Sergey I. Kislyak
Ambassador of the Russian Federation to the United States
2650 Wisconsin Avenue, NW
Washington, DC 20007
202-298-5735 (fax)

Mr. Herbjørn Hansson
Chairman & CEO
Nordic American Tankers Ltd.
LOM Building
27 Reid Street
Hamilton, Bermuda HM 11
herbjorn.hansson
@scandicamerican.com

4 Add a Prayer

Names are important.

The fisherman mistaken for a pirate and killed is not simply a foreign fisherman or a Yemini citizen. He is Mohammed Ali Quanas.

Most likely he is a Moslem, but the God that hears our prayers and petitions will recognize his name.

Please have Mohammed Ali Quanas listed in the prayers of your congregation by name in the next several Sundays, and ask that his grieving family be sustained by our prayers and by their faith.

Stewardship - More Than A Tax Deduction

The Widow's Mite

Generosity measured not by what she gave, but by what she had left

It's always a little amusing to see how broadly the American public embraces the concept of tax code simplifiction and how rapidly nearly every special interest group will argue that its exemption or deduction should, nevertheless, be saved.

For the last eight years, the fundraising community has wrung its hands over the fate of the federal estate tax and the possible estate and income tax limitations on deductions for charitable gifts. Some think philanthropy will shrink if the estate tax is eliminated. Others think philanthropy will grow if that happens.

It's only inevitable that the issue should spike in a presidential election campaign.[1] While both candidates appear prepared to limit charitable deductions for the wealthy, there is no such concurrence with respect to the federal estate tax.[2] Romney has proposed ending the tax, and Obama wants to keep it and increase both the tax rate and the taxable amounts.

Some wealthy Americans have started to argue that making charitable gifts and paying taxes are virtually the same, and therefore, they would make larger charitable gifts if they could pay less taxes.

At least one scholar disagrees[3], and notes that the wealthy give a smaller percentage of their income than moderate and low income people.

Moreover, wealthy Americans tend to support nonprofits that they themselves use – museums, performing arts, hospitals and alma maters. Little of their largess goes to deteriorating roads, poor communities, health care or the environment.[4] There are exceptions, of course, but fostering the common good is probably better accomplished by elected officials than by one or two progressive billionaires.

All of us, wealthy or otherwise, need to consider why we give – because what we have is more than sufficient in light of what others need and don't have.

Taxes and charitable gifts are not the same. The former is part of the social contract, in effect, membership dues for belonging to our town, our state and ourcountry. The latter is purely voluntary, in effect, our expression of gratitude for the blessings we have received and the joy we have gained by sharing them.

Measured against gratitude and that joy, the tax deduction is really just incidental.

1. Obviously, Seafarers & International House takes no position with regard to the outcome of the coming presidential election, although that requires significant restraint on the part of various staff members.

2. Suzanne Perry, "Obama and Romney Offer Few Words on Nonprofits, but Contrasting Views" The Chronicle of Philanthropy, September 20, 2012, p.1.

3. Mark Rosenman, "Paying Taxes and Giving to Charity Aren't the Same Thing", The Chronicle of Philanthropy, September 20, 2012, p.55

4. Ibid

Christopher V. Roehrer, Director
Development and Communications

No, this is not a puzzle. It's a QR code reader. Scan this image with your smart phone, and it will connect you directly to the donation page of our website, if you wish to make a gift.

It just can't get any easier.

Mission Rationale

Within the shipping industry there is often little concern for seafarer welfare beyond recruitment and productivity, and within the government there is little concern for their welfare beyond homeland security.

Within the private prison industry there is little concern for the welfare of refugees and asylum seekers beyond lucrative contracts to warehouse innocent people, and within the government there is little concern for their welfare beyond homeland security.

Welcoming and offering hospitality to a seafarer who ultimately will return home, remembering his or her experience in a United States maritime port is a small, but powerful foreign policy.

Welcoming and offering hospitality to a refugee or asylum seeker is a small, but powerful affirmation of the values upon which this nation is based.

Welcoming and offering hospitality to the stranger is basic to virtually all faith traditions.

Mission Highlights

Over 16,000 seafarers werevisited last year and nearly 1,200 nights of guestroom accommodations were given to refugees last year.

More than 83% of total expenditures were spent on mission programs and services and less than 17% of total expenditures on administration and fundraising.

For 139 Years

In this Issue

Why Criminalize Seafarers?

Now in the Port of NY & NJ

Christmas-at-Sea

Coming Full Circle

Merger of German Seamen's Mission of NY

Lost Eye, Lost Job

In this Issue

Stranded

Tired and Grieving

Piracy. More Guns at Sea. Really?

World Fleet by Ownership and Flag

Fishermen Are Seafarers Too

Stewardship - More Than a Tax Deduction

Serving Seafarers, Sojourners and Community

PORT CALL

Seafarers & International House
123 East 15th Street
New York, NY 10003-3557

NONPROFIT ORG
U.S. POSTAGE PAID
NEW YORK, NY
PERMIT NO. 8027