

# PORT CALL

Harbor of Hospitality



Seafarers International House

Winter 2018

## Looking Ahead:

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New York Athletic Club

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Seafarers International House serves seafarers and immigrants with pastoral care, hospitality, social assistance, advocacy and prayer in the ports in Baltimore, Philadelphia, New Jersey, New York, Connecticut and Rhode Island, and in an 84-room Guesthouse in Manhattan.

## Me Too, at Sea

Given long periods at sea and tight crew spaces on merchant ships, bullying and harassment is incredibly intimidating for the seafarers. The Director General of the International Labour Organization has opined that this creates stress, lack of motivation, reduced work performance, absence from duty stations and crew resignations. To address this problem, the ICS and the ILO have published guidelines.<sup>1</sup> The Guidelines offer examples of offending conduct, encourage shipping companies to formulate relevant policies and urge seafarers to report abuses sustained by themselves as well as by their fellow crew mates.

The Guidelines admit that sometimes bullying or harassment can “occur unwittingly, rather than as a result of any deliberate malign intention”<sup>2</sup> In these cases, the Guidelines tacitly encourage the victim to forego a formal complaint process and to confidentially discuss the incident with the senior officer or his designee. Of course, if the behavior continues, then a formal complaint process must be initiated.

While only a couple percent of the world’s 1.25 million seafarers are women, for them harassment and bullying at sea are pernicious. The fact that typically there is only one

woman aboard adds to the isolation.

Working aboard ships with men who are sexist or who come from different cultures where women are considered “pambahay” (i.e. good for only the home) is a huge impediment to achieving a safe workplace.

One Filipina seafarer recalls a Danish captain, who gave her light work assignments in the unrealized hopes of sexual favors and on the same ship an Indian chief engineer who gave her a heavy workload and poor



She is trained. She is competent. She’s looking for a career, not a boyfriend performance reports because she rebuffed his advances as well.<sup>3</sup>

The experience of integrating women into the U. S. Navy has not been an unqualified success either. A naval officer recalled her experience aboard the USS Point Loma (AGDS-2), as “frankly awful” — physical and verbal assault, lack of support

from superiors, little or no help from peers and a distinctly unpleasant atmosphere.<sup>4</sup> The experience was summed up with the comment that it’s all about leadership and emotional fortitude: Navy women need the courage to make tough decisions in tough circumstances.<sup>5</sup>

One might have thought that what was needed was for men to make tough choices in tough circumstances.

The U.S. Merchant Marine Academy reported one sexual assault in the same academic year (2014-2015) that student surveys revealed 63% of the female cadets suffered unwanted sexual advances and assault. One 2014 graduate characterized the school culture as “unforgiving to victims who come forward.”<sup>6</sup>

The Academy responded by noting that within the first two weeks of the plebes’ arrival it makes sure that everyone understands its zero tolerance for sexual assault and further that midshipmen undergo quarterly prevention training that begins “with baseline knowledge training and progresses in intensity and understanding.”<sup>7</sup>

Baseline knowledge? Progress in intensity and understanding? It’s a little late for a sex ed curriculum, and that isn’t the

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Me Too, at Sea (Continued from page 1)

issue anyhow. The issue is our culture of sexual conquest and submission. We profess to support equal rights, but we adhere to patriarchal gender roles, in which masculine traits are valued more highly than feminine traits.<sup>8</sup>

We need to get over the “lad culture”, in which university campuses lionize male sexual conquest and encourage the sexual objectification of young women.<sup>9</sup> The only acceptable standard for sexual activity is affirmative, conscious and voluntary agreement. Everything

else is harassment and not very romantic nor mutually rewarding on land or at sea.

1. “Guidance on Eliminating Shipboard Harassment and Bullying”, International Chamber of Shipping and International Labour Organization, 2016, <http://www.ics-shipping.org/docs/harassmentandbullying>
2. Ibid
3. Lucia P. Tangi, “Women Sea Officers Challenge Sexism Aboard Ships, INQUIRER.NET, March 14, 2016
4. Lori Lyn Bogle, “Women at Sea: It’s All About Leadership”, THE NAVAL INSTITUTE PROCEEDINGS, March 2004
5. Ibid

6. Lisa Rein, “Merchant Marine Midshipmen Endure Rough Waters as Sexual Misconduct Roils Their Ranks”, THE WASHINGTON POST (POWER POST), July 18, 2016
7. Sexual Assault Prevention and Response Program, USMMA, December 22, 2017
8. Kathleen Trigliani, “Masculinity-Femininity: Society’s Difference Dividend, web2.airmail.net/ktrig246/out\_of\_cave/mf.html
9. Tanya Serisier, “Lad Culture of Conquest Targeted by New Oxbridge Sexual Consent Workshops”, The Conversation, October 7, 2014

Christopher V. Roehrer, Director  
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When Is Big Too Big?

Last August, the ultra large container ship, M/V JUPITER, sailing from Antwerp, ran hard aground after steering failure. Fortunately, she was refloated at high tide.

Even when the steering gears are working, maneuvering a ship 1,300 feet long is not easy, and removing fuel from a grounded 155,000 deadweight



Ultra Large Container Ship M/V JUPITER grounded on Scheldt River bank shortly after departing Antwerp

ton ship takes considerable time. Moreover, if the hull was breached during the grounding or the refloating operation, the resulting pollution would be an environmental catastrophe.

A fire aboard ship at sea, hours and days before shore-based assistance can reach the ship, is a huge hazard. An ultra large containership with ten tiers below deck and another seven above deck, each tier with twenty or more containers increases the risk to the crew, cargo, ship and ocean, tremendously. Marine insurers

have warned that current shipboard firefighting systems and regulations are inadequate.<sup>1</sup> The German insurance association recommends that individual fire compartments should be installed below deck to prevent the fire from spreading.

Additionally, enhanced fire detection systems need to be installed on all decks.<sup>2</sup>

With hulls over 1,200 feet in length and over 150 feet in

breath, sagging, hogging and other wave pressures increase enormously. Construction contracts are calling for even larger container ships in the future.

Marine insurers underwriting policies for these ultra large container ships are assessing the many problems they present and are beginning to question whether they can handle potential losses. “As more container lines order vessels with capacities of 20,000 TEU, the scale of potential risk has increased exponentially. “The resulting claims could be astronomical.”<sup>3</sup>

As often is the case, when a maritime casualty occurs with one of these behemoths, operator error likely will be blamed.

1. Mike Wackett, “Marine Insurers Demand Better Fire Protection for Large Containerships”, Reuters, September 19, 2017
2. Ibid
3. Capt. George H. Livingstone, “Ultra Large Containership: How Big is Too Big?”, gCAPTAIN, February 16, 2016

## Giving Thanks



Rev. Marsh Luther Drege  
Pastor and Executive Director

from seafarers and asylees – the twin foci of our mission outreach. Perhaps you hear those words too, or being one step removed, perhaps you don't. So I want you to hear what I

hear:

From the ship, M/V ZIM COLOMBO we received this note last week: *“On behalf of my officers and crew, we would like to thank you all - on our individual gifts which we received last 27<sup>th</sup> December 2017 during port stay in New York. We really appreciate it, as we had used our gifts such as bonnets, scarfs, thermal socks and the like during cold days in New York, Norfolk, Wilmington and Savannah. Thanks for all your efforts in sparing time for the seafarers. . .”*

We have every reason to be thankful, but oftentimes we don't take the time to actually say the words: “Thank you.”

Luke 17:11-19 tells the story of the cleansing of the ten lepers and how one, a marginalized Samaritan, returned to thank Jesus. The leper said the words. He didn't leave it to someone else to say or to rely on happenstance. He returned to Jesus and said the words.

I have the distinct advantage of hearing the words of thanks

This year we delivered over 1,600 Christmas-at-Sea satchels to grateful seafarers who always said the words “Thank you” for remembering them and reminding them that they are not alone at Christmas time.

A few days ago one of our asylees came into my office. He had stayed with us for almost two months as he waited for his work permit, his social security card and his first job. Then he left us, independent and ready to make his own way now that he is gainfully employed. “Phillip”, I asked, “What brings you back to SIH?” And he shyly looked down towards the floor and said simply “I wanted to thank you for everything that Seafarers International House has done for me. You took me in when I was without friends, or food or housing. I can't thank you enough.”

In a few weeks our Director of Development, Christopher Roehrer will retire after 18 years of advocating for the seafarer and sojourner, as well as raising the support needed to

underwrite our outreach programs. With every dollar he raised, he raised even more the awareness and the passion of our family of donors who heard from him frequently about the plight of lonely seafarers and persecuted immigrants. We want to say the words now to Chris: Thank you. We didn't always take the time to express our deep gratitude for your persistent witness, but you should know, nonetheless, that we appreciate what you have done (and hopefully will continue to do) for the sake of our Harbor of Hospitality. Most importantly, the foci of our mission – the countless seafarers and asylum seekers who depend on our outreach – they thank you, too, for fiercely ensuring that Seafarers International House these past 18 years made good on its promise to nurture the human spirit and foster human dignity over and against all odds. Thank you.

Blessings,

*Marsh Luther Drege*

## Paris MOU

Paris MOU is an organization of European and North American member nations enforcing ship operation codes in their port waters.

International maritime treaties call upon flag states to enforce various ship operation codes.

Paris MOU annually rates flag states on their performance — white, grey and black. If a ship is egregiously and persistently substandard, it will be refused access to any Paris MOU port, other than and anchorage in the Paris MOU region, except a port and anchorage of the offending ship's flag State.

Already in 2018, five ships have been refused entry. Four of them are flagged in Comoros and Sierra Leone, both “black flag” nations, whose ports are very small and don't have ship repair facilities.

The fifth ship, M/V MISTRAL was inspected in August 2017 and cited for numerous deficiencies.<sup>2</sup> She was allowed to be towed back to Turkey for numerous repairs. Three months later, the ship, which arguably was beyond repair, was allowed to sail from the Turkish shipyard.

MISTRAL's classification society and insurer had approved the

ship in 2012. Given the normal rate of hull and equipment degradation and MISTRAL's condition in August 2017, its incredible that the classification society and the insurer found her seaworthy in 2012.

1. M/V MISTRAL Report, Paris MOU Publications



The steel integrity of the MISTRAL's hull structure can't be much better than this less-than-watertight window photographed by Paris MOU inspectors in 2017.

## License to Abuse

Laura Monterrosa, an El Salvadorian immigrant, and survivor of sexual assault by a guard at the Hutto Detention Center, was locked in solitary confinement and told she would not be released until she publicly recanted her accusation.<sup>1</sup>

Monterrosa has been detained since May 2017. Last November she came forward to complain about the assaults to ICE and CoreCivic (formerly Corrections Corporation of America), who



Security overkill leads to guard intimidation and ultimately, assault

owns and operates HDC, proudly named after one of its founders. An investigation ostensibly was begun, but two other guards who witnessed the assaults were “forced out” when they tried to report the incidents.<sup>2</sup>

The sexual predator continued to work at HDC and guarded the cafeteria where Monterrosa was assigned. Traumatized, she tried to commit suicide. After an unexplained delay, she was taken to a medical facility. When she returned to HDC she was placed in solitary confinement for 60 hours.

Community activists have seen a pattern of retaliation at HDC escalating from verbal aggression to threats of administrative discipline to indefinite periods

of confinement. Every effort is made to dissuade a detained immigrant from demanding even the most basic human rights.

For example, emergency medical assistance is almost unknown. There are countless reports of detained immigrants asking to see a doctor and being told to fill out a form and wait several days. Sometimes, the guards will dispense the “all-purpose” medical elixir, aspirin, for any and all ailments: chest pain, shortness of breath, bone fracture or infection.

A number of immigrants die in custody.

A Chinese immigrant died of cancer in the

first three months of LaSalle Detention Center in Jena, Louisiana, after regurgitating every day for three months.<sup>4</sup>

At the Adelanto Detention Center in California, Raul Ernesto Morales-Ramos, died in April 2015 at age 44 after spending nearly a year at the privately-run Adelanto Detention Facility in California. While the registered nurse who examined Morales-Ramos on March 2, 2015 noted that his abdomen was distended but ‘did not detect a mass or protrusion’, the doctor who saw Morales-Ramos four days later described his abdominal mass as ‘the largest she has ever seen in her practice.’<sup>5</sup>

Both LaSalle and Adelanto are

private prisons owned and operated by GEO.

Unless the detention center houses 1,000 or more immigrants, they likely will not have round-the-clock medical staff. As a result, medical care in many facilities is limited to one day per week.

Lurking in the background of the level of medical care provided to detained immigrants is the element of cost. Private operators boast that they can provide custodial services at far less cost. Apparently, one of those cost components is basic health care.

More sickening than guard neglect is guard abuse. One Haitian immigrant was brutally beaten by guards at the Baker Detention Center, MacClenny, Florida, is a county jail that houses approximately 175 immigration detainees. All he did was ask a guard to adjust the air conditioning temperature. At Stewart Detention Center in Lumpkin, Georgia (another Core Civic facility), detained immigrants who went on a peaceful hunger strike to protest harsh conditions and lack of due process, were shot with rubber bullets and pepper sprayed at close distances.<sup>6</sup>

The Department of Homeland Security has recently concluded that the use of privately operated, for-profit immigration detention centers will continue into the indefinite future in order to “handle sudden increases in detention”, promised by the Republican President.

Somewhat at variance with other studies, the DHS has cited “improved delivery of medical services to detained immigrants” as a basis for increased funding.<sup>7</sup> The report also recommended

well-defined grievance channels for detainees and their families.

There are three realities here:

First, what goes on beyond the visitor areas is largely unseen and unknown. That opacity will impede any well-defined grievance channel.

Second, immigrants are regarded as undesirable law-breakers and entitled to little or no rights or dignity. Unfortunately, there is a substantial segment of our society that regards all immigrants, even asylum seekers, as illegal. This segment believes that persecution abroad is not a United States problem.

Third, private prison operators are interested primarily, if not solely, with profit margins and shareholder value. Everything else is secondary. Today, special interests with big money can influence elections, and GEO and CoreCivic have huge lobbying budgets.

1. “Victim of Sexual Abuse at the Hands of an Immigration Guard in Texas Attempts Suicide”, *GRASSROOTS LEADERSHIP*, January 15, 2018

2. *Ibid*

3. “Victim of Sexual Abuse at Hutto Detention Center Forced into Solitary Confinement, ICE Demands Laura Recant Testimony”, *GRASSROOTS LEADERSHIP*, February 13, 2018

4. Esther Yu Hsi Lee, “Disturbing Pattern of Abuse at Six Immigrant Detention Centers in the South”, *THINK PROGRESS*, November 22, 2016

5. Tory Johnson, “The Death Toll of Immigration Detention”, *IMMIGRATION IMPACT*, American Immigration Council, November 1, 2016

6. *Op cit.* at 4

7. *Report of the Subcommittee on Privatized Immigration Detention Facilities December 1, 2016*,

## Inept Soldiers of Ill-Fortune

An anti-immigration group chartered a Mongolian flagged research ship, C-STAR, for the purpose of blocking both the migrants crossing the Mediterranean Sea and the humanitarian



one of the very NGOs that it was targeting.<sup>1</sup> Eventually, the ship made its way toward Malta, but it was denied entry when the owner refused to guarantee the port fees. At that point, the charterers abandoned the ship, leaving the crew to fend for itself over the last four months off the coast of Barcelona. Some crew and passengers asked to be repatriated and have returned to Sri Lanka.

NGOs that try to rescue them. Along the way, the C-STAR broke down off the coast of Libya and had to be rescued by

Five other Sri Lankan passengers have requested asylum. The remaining seafarers have been given food, water and clothing

by the Red Cross, the Spanish Coast Guard and the ITF.

Reportedly, a number of these Sri Lankans paid €10,000 to smuggling rings to get on the C-STAR and be taken to Italy.<sup>2</sup>

In the meantime Sven Tomas Egerstrom, beneficial owner of the C-STAR, acknowledged that he was aware the intended purpose of Defend Europe's charter of the ship and saw nothing illegal about it. Of course, his legality compass may have been skewed by his own conviction and two and one-half year jail sentence for fraud in 2002.<sup>3</sup> Egerstrom has not stepped up to assist the stranded seafarers.

It is alarming that the nativists and noisiest proponents of cultural purity are so often the

worst rogues and thugs. It is also alarming that the opacity of flags of convenience enables their behavior. It's alarming but for the fact that Defend Europe's mission on C-STAR "started out as a farce, played out as a farce and . . . ended as a farce."<sup>4</sup>

1. Josie Ensor, "Anti-Migrant Ship, Defend Europe Rescued by NGO In Europe", *THE TELEGRAPH*, August 11, 2017.

2. Chris York, "Defend Europe C-Star Crew Arrested For Alleged People Smuggling", *HUFFPOST*, July 31, 2017

3. Simon Murdoch, "Defend Europe Extremists Charter Ship from Convicted Fraudster", *HOPE NOT HATE LTD.*, July 17, 2017

4. David W. Heindel, "ITF Slams Right-Wing Activists for Abandoning Ship's Crew", *MARITIME EXECUTIVE*, September 28, 2017

## Dragon Triangle Victim

The myth of the Devil Triangle is that hungry, giant sea dragons swallow ships and their crews in the area north of the Philippines, east of China and southwest of Japan. While there are undersea volcanoes in the area, as well as evidence of unusually strong electromagnetic waves,<sup>1</sup> the cause of the collision last January 6<sup>th</sup> of the tanker M/V MT. SANCHI and the bulk carrier M/V CF CRYSTAL, is unknown.

Nevertheless, the Panamanian flagged MT. SANCHI, loaded with 136,000 gallons of oil bound for South Korea, is reported to have struck the Hong Kong flagged CF CRYSTAL, loaded with grain bound for China. None of the MT. SANCHI's crew appear to have survived and the bodies of only two of them have been recovered. All 21 members of the CF CRYSTAL's crew have been rescued, and apparently,

that ship is proceeding to China under its own power.

Several explosions aboard the MT. SANCHI were reported immediately after the collision. The cargo was oil condensate, a light and readily gaseous product. Since it does not form visible globules rising to the surface, the extent of the environmental damage is not known. It may have dissipated in the inferno or it may have been absorbed in the surrounding ocean. The condensate can produce a deep, toxic underwater plume damaging to marine life.<sup>2</sup>

The area of the collision is known as a rich fishing ground. Roughly 111,000 metric tons of condensate has poured into the ocean, home to one of the world's most bountiful fisheries off Zhoushan, the archipelago that rises where the Yangtze River flows into the East China

Sea. The area produced five million tons of seafood for China alone. It is projected that the toxins could soon make their way into equally abundant Japanese fisheries.<sup>3</sup>

Absent an empirical explanation for the collision, fantastic theories will abound. One example is the speculation that unknown countries may not have wanted Iran to export its oil or may not have wanted South Korea to acquire jet fuel.

Of course, we can fall back on the sea dragons.

1. "Unexplained Mystery: The Devil's

Sea (The Dragon's Triangle)", *MARINE INSIGHT*, October 7, 2017.

2. Gerry Mulaney, "Huge Oil Spill Spreads in East China Sea, Stirring Environmental Fears", *THE NEW YORK TIMES*, January 15, 2018

3. Steven L. Myers and Javier C. Hernandez, "A Nearly Invisible Oil Spill Threatens Some of Asia's Richest Fisheries" *THE NEW YORK TIMES*, February 12, 2018



Between the heat and toxic gases engulfing the M/V SANCHI, the likelihood of any of her seafarers surviving is remote

## Refugee Scapegoats

The British poet, Brian Bilston, holds the view that the topic of refugees polarizes opinions. Clearly, that would seem to be the case in the United States about so many topics during the last few years. Billston states that “To be able to take one extreme approach and then play it back on itself to come up with a far more humane position gave [the poem] its power, I think.”

Described by one commentator as the yin and yang, Bilston’s poem, *Refugees*,<sup>1</sup> serves as a reminder that anger should be the very last and certainly not the first context in which difficult issues are addressed. Read the poem top-to-bottom and then bottom-to-top.

They have no need of our help  
So do not tell me  
These haggard faces could belong to you or me  
Should life have dealt a different hand  
We need to see them for who they really are  
Chancers and scroungers  
Layabouts and loungers  
With bombs up their sleeves  
Cut-throats and thieves  
They are not  
Welcome here  
We should make them  
Go back to where they came from  
They cannot  
Share our food  
Share our homes  
Share our countries  
Instead let us  
Build a wall to keep them out  
It is not okay to say  
These are people just like us  
A place should only belong to those who are born there  
Do not be so stupid to think that  
The world can be looked at another way

Brian Bilston, *Refugees*, March 2016

The individuals who flee warlords, cartels, religious extremists and land devoid of water, underwater or beset with other environmental degradation are not the problem. It is the persecutors and environmental conditions that are the problem.

Generally, the time required to gain pre-entry, documented refugee status in the United States is 18–24 months. By that time, the individual will have died from wounds, starvation or thirst. Thus, asylum seekers come to the United States without documents. Better to be alive and undocumented than a fatality statistic.

Nativists will argue that asylum seekers do not speak our language; there were, of course, limits to British colonialism. They also argue that asylum seekers will dilute the American culture; in truth, however, the only true nativists who can complain about dilution of culture are the Amerinds, who were victims of genocide at the hands of our immigrant forebearers.

In a recent column<sup>2</sup> in THE NEW YORK TIMES, David Brooks (no

apologist for liberal causes) observes that immigrants are more likely to demonstrate “American” values—industriousness, honesty, marriage and religiosity—than the native born. Compared to the native born, immigrants (i) start new businesses at twice the rate; (ii) hold more traditional views on family structure and have much lower out-of-wedlock births, (iii) have much lower rates of crime and (iv) express to a far greater extent confidence in the American Dream.<sup>3</sup> “Over all, America is suffering from a loss of dynamism,” Brooks agrees.

Not surprisingly, the parts of the country where few immigrants reside are the parts where residents protest that immigration is tearing Americas’s social fabric. These are often the parts of the country marked by economic stagnation, social isoation, family breakdown and high drug addiction.

It is no wonder, then, that nativists react with defensive animosity to the immigrants who out-hustle and out-build them. As Brooks says, “You’d react negatively, too, if confronted with people who are better versions of what you wish you were yourself.”<sup>4</sup>

We need to season our polarized opinions with a little humanity.

1. Brian Billston, “Refugees”, March 2016,

<https://scholarblogs.emory.edu/themigrantrcrisis/2016/10/20/refugees-by-brian-bilston/>

2. David Brooks, “The East Germans of the 21st Century”, THE NEW YORK TIMES, January 30, 2018

3. Ibid

4. Ibid



There is not a lot of humanity at ICE. Their officers arrested Syed Ahmed Jamal, a Bangladeshi scientist residing in the U.S. for 30 years, as he was about to drive one of his children to school and placed him in handcuffs. The officers threatened his wife with obstruction if she tried to hug her husband goodbye on their front lawn.

## Where Have All the Children Gone?

Charitable giving in America overall has dropped over ten percent from 2000 to 2014, and within the religious community, giving to churches or religious organizations dropped 12%.<sup>1</sup> This decline is explained, in part, by the 8% drop in Americans who identify as Christian from 2007 to 2014.<sup>2</sup> Going forward, American Christians are projected to fall 12% from 2010 to 2050.<sup>3</sup>

Are we American Christians becoming less enamored with God? Or is God becoming less enamored with us?

The latter possibility seems fraught with theological peril, so let's focus on the former.

One observation is that in developing countries where birth and infant mortality rates are higher and life is more arduous if not tenuous, the number of religious adherents is expected to grow. The worldwide growth in Christianity and Islam likely will cluster around sub-Saharan Africa.<sup>4</sup> Conversely, atheists, agnostics and undecideds are a growing percent of the population in the developed countries where there are comparatively low rates of fertility and infant mortality, as well as an aging population.<sup>5</sup> If we feel that our lives are reasonably comfortable and that we're in control of our destiny, we may not feel the need for God.

There is also a school of thought that believes that the decline in religious participation is linked to a rise in narcissism. Adhering to religious beliefs and focusing on the "other person" may be difficult in a culture that favors personal choice and individuality.<sup>6</sup>

Buckminster Fuller opined that human knowledge doubled

every century until 1900 and then every 25 years in 1945. Today, knowledge will double, on average, every two years. With the Internet, knowledge likely will soon double every twelve hours.<sup>7</sup>

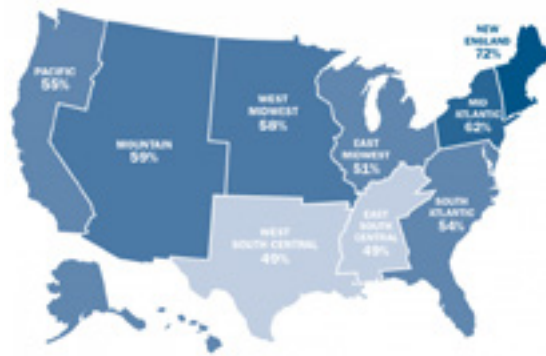
This doesn't leave a lot of room for faith or reliance on God.

We've all but stripped the apple orchard in the Garden of Eden.

We smart folks are drawing down international water tables to satisfy — if not invent — consumer demand for chemically-flavored bottled water. We smart folks are cutting down rainforests for agribusiness, for housing developments and prized consumer goods. We smart folks are endeavoring through biogenetics to extend our lifespans past the known maximum of about 120 years (We've already extended the lifespan of mice by 50% and roundworms by 600%<sup>8</sup> — an auspicious beginning!)

About the time when our planet can no longer accommodate its burgeoning population, we smart folks will develop a space shuttle allowing humanity (and the mice and roundworms) to migrate to a habitable planet in another solar system in which to resettle, hopefully with less fear and hostility than that experienced here on earth.

Will we ever really be in control of our destiny, unfettered by the community around us? If



Share of households that give to charity

not, then maybe we Americans should reduce our sense of invincibility and entitlement and focus more closely on our neighbors — the people with whom we share this planet.

Giving to charity is an expression of concern for these neighbors, whose health and happiness inure to our benefit. As long as we're living on the same planet (or travelling in the same spaceship), we need each other and in ways that are not always clear, we need God.

1. Drew Lindsay, *Donor States of America*, THE CHRONICLE OF PHILANTHROPY, December 2017
2. *America's Changing Religious Landscape*, PEW RESEARCH CENTER, May 12, 2015
3. *The Future of World Religions: Population Growth Projections, 2010-2050*, PEW RESEARCH CENTER, April 2, 2015
4. Ibid
5. Ibid
6. Jean M Twenge, *The Real Reason Religion Is Declining In America*, PSYCHOLOGY TODAY, May 27, 2015
7. David Russell Schilling, *Knowledge Doubling Every 12 Months, Soon to be Every 12 Hours*, INDUSTRY TAP INTO NEWS, April 19, 2013
8. *Live Forever*, THE GUARDIAN, January 11, 2015

Christopher V. Roehrer, Director  
Development and Communications

### Mission Rationale

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

Within the prison industry, there is little concern for the welfare of immigrants beyond very lucrative government contracts to warehouse people with little accountability and minimal cost. Again, within the government, any concern for their welfare is displaced by fear and homeland security.

### Mission Highlights

Our seven port chaplains visited over 16,680 seafarers last year. Our Guesthouse was ready and able to offer accommodations to far more asylum seekers than the government was willing to release from private prisons, due in part to intense lobbying by the prison industry. So we have inaugurated a program of regular visitation to immigrants in their prisons and warehouses.

### Sleep Well By Doing Good

Our Guesthouse accommodates not only seafarers and immigrants, but church gatherings, civic groups and individuals in need of safe, affordable lodging. It helps them accomplish their goals and missions, and their patronage helps us support our missions to seafarers and immigrants.

Book online at [www.sihnyc.org](http://www.sihnyc.org).

# PORT CALL Winter 2018

## 144 Years of Service



Harbor of Hospitality

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# Seafarers International House

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