

PORT CALL

Harbor of Hospitality



Seafarers International House

Summer 2014

Looking Ahead:

2nd Annual Right of Asylum Reception

October 23, 2014

Honoring

Ralston Deffenbaugh
Lutheran World Federation

SAVE THE DATE

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Christmas-at-Sea Gift Satchels containing

1 sweatshirt
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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, Connecticut, New Jersey, New York and Philadelphia, and in an 84-room guesthouse in Manhattan.

New U.S. Piracy Action Plan

President Obama has issued a new policy directive, *United States Counter Piracy and Maritime Security Action Plan, June 2014*.¹ Noting that our global society revolves around a world economy that depends on maritime shipping, the Plan offers a strategic vision of strengthening “regional governance and the rule of law to maintain the safety and security of mariners, preserve freedom of the seas, and promote free flow of commerce through lawful economic activity.”

The new Plan includes two frameworks for combating piracy — one for the Horn of Africa (HOA) and one for the Gulf of Guinea (GOG). Both frameworks encourage the use of privately contracted armed security personnel (PCASP), but only the GOG framework acknowledges the strong resistance of foreign nations to PCASP within their territorial waters.

Yet it is India, on the eastern edge of the HOA, that seems to have taken the strongest stand against armed security guards. Last October, India arrested the SEAMEN GUARD OHIO (a Sierre Leone flagged vessel owned by a U.S. maritime security firm) and her crew of ten seafarers and 25 armed guards on charges *inter alia* that the ship and the crew were

carrying 31 assault rifles and 5,000 rounds of ammunition in Indian coastal waters without the requisite permits.²

While the ship’s operation and the crew’s behavior reasonably raised questions about the effectiveness of PCASP,² the forcefulness of India’s response has concerned members of the maritime community. A senior advisor to Masters, Mates & Pilots argues that



“[m]ulti national naval flotillas cannot protect every vessel sailing in the African-Atlantic, Asian-Pacific and Indian Oceans”, and thus “[t]he onus to ward-off pirates is reliant on privateers.”³ On the other hand, if HOA is too vast to be effectively patrolled by modern multi-national naval vessels, it’s hard to understand how a handful of old, converted private security vessels can make much difference.

The new Plan endorses “properly trained and equipped

armed security.” But private security firms’ commitment to “proper training” is dubious. Another MM&P associate notes, “Any guy with business sense and a network of former military special operatives could tout himself as a maritime security firm . . . There are still fly-by-night providers that low-bid contracts and scrape together guys looking for adventure (and money) who know how to fire an M16.”⁴

So how surprised should we be when security guards overdoze on drugs or mistakenly shoot fishermen or hide when the ship they’re protecting is attacked by pirates?

A recent security advisory for Nigeria issued by the BIMCO (Baltic and International Maritime Council) states that the use of armed guards is illegal under Nigerian law and “is likely to have major repercussions for the ship owner and the charterer should they be caught with unauthorized armed police or marine police.”⁵

Last April, the SP BRUSSELS, a product tanker, was attacked by pirates off the coast of Nigeria, and one seafarer was fatally wounded in a cross-fire between the pirates and local private security guards. Another private security firm operating out of Greece has commented that the Nigerian security guards are

A Mission of the Evangelical Lutheran Church in America

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New U.S. Piracy Action Plan (continued from page 1)

poorly trained and suggests the fatality could have been avoided if a reputed Western security firm had been used.⁶

Apparently, only the Nigerian Navy can offer escort protection, but only if the client ship has no armed guards aboard. Of course, it is not beyond the pale that government corruption might diminish the effectiveness of the Nigerian Navy.

So what's the answer? The new Plan is not exactly clear here. On the one hand, it proposes that the United States should "[b]uild the capacity and the political will of regional states [i.e. HOA and GOG] to combat piracy and related maritime crime, focusing in particular on creating institutional capacity for governance and the rule of law." Admirable, but our track record here is not unblemished.

On the other hand, the new Plan also proposes that "[t]he first and best defense against

occurs." Sceptics might argue that this is tantamount to abandoning ships and seafarers. Piracy is probably not an area where industry would opt for less government involvement.

Lastly, the new Plan proposes that, if necessary, our laws be amended "to enhance our ability to prosecute individuals in U.S. courts who commit acts of piracy and related maritime crime, as well as those who aid and abet or otherwise facilitate such acts." It's hard to imagine any further extension of our extraterritorial jurisdiction or, for that matter, whether trial in a U.S. court will serve as an effective deterrent. Many, if not most of the HOA and GOG pirates live in circumstances of such poverty and anarchy that criminal prosecution in the United States holds little threat.

It has been said that seafarers are pawns in an international chess match that pits the ship operators, cargo owners, risk managers and financial centers against pirates and their backers.

There are very few answers, although one is suggested in the new Plan:

"Inequitable distribution of benefits from marine sources — such as fisheries, minerals, oil and gas — poses serious threats to peace and security in Africa [and elsewhere]."⁷

Correcting inequitable distribution likely will require con-

siderable unilateral restraint by developed nations and global business enterprises. Strengthening HOA governmental institutions and the rule of law won't happen overnight. And strengthening Somalian governance, security and economic development will take decades, if not generations.

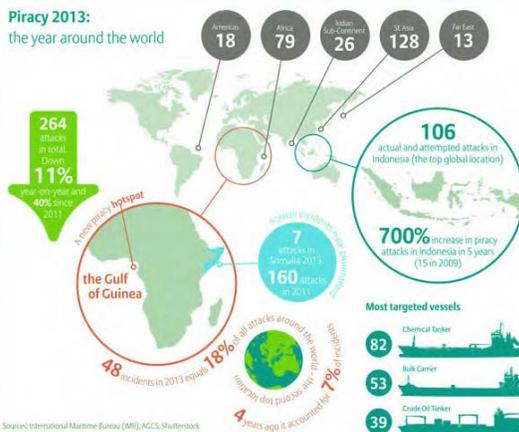
1. "United States Counter Piracy and Maritime Security Action Plan, June 2014", The White House Office of the Press Secretary, June 20, 2014, www.whitehouse.gov (Statements and Releases).
2. "Private Maritime Security — How Effective?", PORT CALL, Winter 2013, page 4, www.sihnyc.org (Newsletter)
3. "MM&P Calls on IMO to Regulate Escort of Commercial Vessels by Security Ships", World Maritime News, June 23, 2014, www.worldmaritimeneews.com (Archives June 23, 2014)
4. Klaus Luhta, Esq., Op-Ed: Standards Needed for U.S. Maritime Security Firms", THE MARITIME EXECUTIVE, March 13, 2014, www.maritime-executive.com
5. "Armed Guards Off Nigeria in Hot Water?", THE MARITIME EXECUTIVE, June 23, 2014, www.maritime-executive.com
6. Ilias Papadopoulos, UGS WEEKLY DIGEST, 28 April—04 May 2014, United Guards Services Ltd.
7. United States op cit.

Christopher V. Roehrer, Director
Development and Communications

Farewell

Karmon Holm was a dear friend and extraordinary person. He was born in 1913, grew up on a farm in North Dakota, served in the U.S. Navy in WWII, became a merchant seafarer and officer. In between his voyages and later in retirement, Karmon was a regular guest at, and a generous benefactor of, Seafarers International House.

A quintessential Norwegian — Karmon Holm was a private, frugal, humble, generous and very well-informed person. He wouldn't want any fuss, photos or memorials made for him, so we'll just say with some sadness, good-bye.



The Spirit of the the Fourth of July



Rev. Marsh Luther Drege
Pastor and Executive Director

It all seemed so poetic:

I was welcoming a formerly detained asylum seeker on the Fourth of July — Independence Day. The call had come the day before: “One of our detainees will be released tomorrow from the detention center. Can you accommodate him with a guestroom starting tomorrow, the 4th of July?” Of course.

No one could have planned that this release of an asylum seeker would coincide with a day dedicated to liberty. But God works like that.

So, on July 4th, I welcomed another of our asylum seekers who find hospitality, welcome, and freedom here at Seafarers International House.

As I gave a tour of our building to our latest asylum seeking guest, we paused

for a moment in the chapel. “Oh, wonderful!”, he commented. “I am Catholic. Can I go to church here?” I explained that he could indeed go to church here, but that was his choice — not a requirement for his stay at the guesthouse. He smiled at the thought of such freedom.

True freedom. Freedom from detention. Freedom from violence in his home country. Freedom from religious mandates. Happy Fourth of July indeed!

William Sloane Coffin said there are three kinds of patriots, two bad, one good”¹:

“The bad patriots are the uncritical lovers and the loveless critics of their country. The good patriots are those who carry on a lover’s quarrel with their country, a reflection of God’s eternal lover’s quarrel with the entire world . . . But if uncritical lovers of their country are the most dangerous of patriots, loveless critics are hardly the best. If you love the good you have to hate evil, or else you’re sentimental; but if you hate evil more than you love the good, you’re a good hater. Surely the best patriots are those who carry on not a grudge fight but a lover’s quarrel with their country.”

This country is carrying on a lover’s quarrel with immigration — not sure what do with undocumented adults having lived their entire lives here and not sure what to do with unaccompanied minors and other asylum seekers entering our country.

Thanks to the progressive and caring board of directors here at Seafarers International House, there is no question of “what to do”. Without question, we should welcome the immigrant and the asylum seeker.

And we do. Even on, indeed especially on, the Fourth of July.

This country’s “lover’s quarrel” needs to be a reflection of good patriotism and God’s eternal lover’s quarrel with the entire world.

Please join us for our next detention center visits where we really learn about the stories of these asylum seekers and detained immigrants. The next two visits are scheduled for August 2 and Sept. 6. Email our social worker, Maryam Zoma (mzoma@sihnyc.org) to reserve your spot.

Blessings,

Marsh Luther Drege

1. William Soane Coffin, *A PASSION FOR THE POSSIBLE*, Westminster John Knox Press, 1993

Gustavus Adolphus Visits Immigrants

“This means so much to me that you are here again. You have no idea how much it lifts my spirits.”

The detained immigrant ran across the room and hugged Rev. Chris Mietlowski of Gustavus Adolphus Lutheran Church in Manhattan. Incarcerated for over eight months, the immigrant had not been able to see his eight-year old daughter. He had few visitors and even less hope about when or if he might be released.

Pastor Mietlowski reminded him that he is held in the prayers of the church, and the asylum seeker responded, “If I get out of here, I would like to visit your church and give thanks.”

Gustavus Adolphus has sent over 18 visitors to detention centers to connect with those who have been detained due to immigration violations or because they’re seeking asylum from persecution in their home countries. Seafarers International House has trained and escorted each of these 18 individuals.

“These visitations have opened our eyes and have widened our world,” explains Pastor Mietlowski. “Now when we hear about immigration reform on the news or read about the plight of asylum seekers, we no longer think of them as an abstract concept. These are real people. They share their stories and allow us to become part of them.”

Seafarers International House encourages all congregations to experience this community.



Social worker intern, Maryam Zoma with Rev. Chris Mietlowski and the folks from Gustavus Adolphus Lutheran Church.

Does God Guide Us?

The following story is offered by Ruth Setaro, Port Chaplain and Port Mission Coordinator:

Invariably, there's a great deal of commotion when a port



Climbing stairs from one deck to the next impairs the health of a seafarer with untreated asthma

chaplain comes aboard ship, especially when few or none of the seafarers have visas and are detained on board. And lots and lots of questions!

Do you have phones? Do you

have phonecards? Do you have sim cards and internet sim cards? Do you have modems, how do they work, how much do they cost and when can we get them? Can you help us shop?

Then in all the confusion, one seafarer approached with two others, and tried to ask a question. I couldn't quite understand his question, but when the two crewmates chimed in, I realized that the seafarer was asking for a nebulizer.

Asked if he had asthma and was having a problem breathing, the seafarer thrust a handful of prescriptions in my hand that he'd gotten from a hospital

in Manila. He had been unable to fill the prescriptions before he joined the ship two weeks ago, and he had suffered several asthma attacks on board.

The captain indicated that he was aware of the situation, but didn't know exactly what medicine was needed. Besides, the captain noted, the asthmatic seafarer had no visa so he couldn't go ashore. That appeared to be the end of the captain's interest. I assured the seafarer and the captain that medical attention could not be denied, and the next morning I contacted the ship agent who arranged with CBP (Customs & Border Protection) to allow the seafarer to disembark the ship for medical attention.

The seafarer had acute asthmatic bronchitis and was very sick. I drove him to the local drugstore and got the prescribed medication he was to take before returning to the doctor

the next day to determine if he would be permitted to sail with the ship or if he would have to leave and be repatriated.

Fortunately, the seafarer's condition improved and he was allowed to remain with the ship, as long as he could get follow-up medical treatment in other ports and could be put on a stabilizing medication. One more stop at the drugstore to fill all these new prescriptions, and then I drove him back to his ship.

But I kept thinking, what if his ship hadn't docked in New Haven? What if I hadn't come on board? What if he and his friends hadn't come to me? What if CBP had denied him access to medical treatment?

I suspect the outcome might have been much different. Was it coincidence, or did God guide us through all of this? I believe He did, and I am very grateful.

2014 Outstanding Friends of Seafarers

At its Fourteen Annual SETTING THE COURSE Annual Awards Banquet, Seafarers International House was privileged to honor Donald J. Marcus (International President of Masters, Mates & Pilots), Richard J. Phillips (seafarer, author and speaker) and Edward R. Morgan (President of United Seamen's Service). Raymond J. Burke, Esq. (Burke & Parsons) ably served as emcee for the evening and introduced the three

honorees. The guests were entertained by the United States Coast Guard Academy Glee Club under the direction of Dr. Robert G. Newton. The banquet serves as a major fundraising event for Seafarers International House' port mission. A good time was had by all, and the outpouring of guests was appreciated. The 2015 Annual Awards Banquet will be held on April 23rd. Save the date!



Don Marcus with his daughter Nora and his wife Gwen



Rich Phillips and his wife Andrea



Ed Morgan and his wife Ursula

Ships Abandoned, Seafarers Forsaken

Ship abandonment can happen for various reasons — the bankruptcy of the ship owner, the ship’s arrest for creditors or its detention as unseaworthy.¹ And sometimes, because the ship no longer serves the owner’s purposes. Whatever the reason, abandonment has an enormous impact on the ship’s crew. Consider one captain’s report of conditions after six months:

We ran out of drinking water.

We have not taken shower for 15 days and we cannot wash out clothes.

Bacteria is spreading onboard the ship and illness is spreading between the crew members

We lack diesel oil for generators and live in total blackout.

We have virtually no food, and crew members are beset with skin diseases, gum inflammation, ear aches and tooth decay, all due to malnutrition and lack of hygiene.²

How could this happen? How could a ship owner just walk away from his crew?

The answer is easily and with impunity. The structure of the

shipping industry facilitates abandonment.³ The beneficial owner of a merchant ship hides behind one or more shell corporations and contracts out the operation of the ship to a third-party ship manager. Usually, the manager contracts out the recruitment and employment of the seafarers to a third-party manning agent. The ship is invariably registered under a flag of convenience with only modest disclosure requirements.

More mariners have been abandoned by their employers than taken hostage by Somali pirates!⁴ The number of reported abandonments rose from 13 ships in 2012 to 14 ships in 2014.⁵

The JSM was (and may still be⁶) a Moldavian-flagged general cargo ship, managed by Tartousi Shipping Limited in Romania. She was scheduled to carry a cargo of timber and soda ash to Turkey and Romania, but on departure, a tugboat assisting her out of port, capsized and sank, resulting in the tug captain’s death. The JSM was detained pending civil litigation by the tug’s owner and the tug captain’s widow. The ship’s captain notified the ship manager and waited for sailing instructions.

With little pocket money of their own, the crew had to cut back to one meal a day. The ship’s cook learned that his wife didn’t believe that he

could possibly be stranded so long on a ship, that she filed for divorce and won sole custody of their son. Even the captain heard that his three-year son wanted a new father.

When four days past without any food, the chief engineer attacked the captain in a blind rage. The captain was treated for the wound and refused to press charges. “We were like animals in a cage.”⁷

In October 2013, Moldova finally allowed the crew to leave the ship and go home, on the condition that one member of the crew needed to remain aboard ship and guard it until it was sold. The ship’s cook volunteered because with the loss of his wife and son, “he had nothing to go home to.”⁸

Whether the repatriated crew was paid their backwages was not confirmed, but the captain was still owed \$70,000.

So, what do we have? First, we have Moldova, a landlocked nation ill-equipped to regulate the operation of ships, continuing to earn large registration fees from shipowners. Second, we have Tartousi Shipping Limited, which continues to manage an “abandoned” general cargo ship, based on its expertise and performance. Third, we have the invisible beneficial owners of the JSM, possibly before and after the auction sale. And lastly, we have the ship’s cook who has “nothing to go home



Capt. Ramez Haddad and one of his crew in front of the M/V JSM

to” and the captain, whose son “wants a new father”.

Last April, the International Labour Organization adopted proposed amendments to the Maritime Labour Convention 2006 that would require flag states to have in place a financial security system to provide abandoned seafarers with payment of outstanding wages, repatriation and other reasonable costs.⁹

It remains to be seen just what financial security systems port states put in place.

1. “Abandonment of Seafarers”, SEAFARERS’ RIGHTS, Seafarers’ Rights International, www.seafarersrights.org (Seafarers’ Subjects)

2. Claims Report, August 10, 2013, M/V JSM, Port Kiato, Greece, www.zougla.gr

3. Seafarers’ Right International op cit.

4. Isaac Arnsdorf, “Stranded Sailors Signal More Danger Than Somali Pirates”, Bloomberg News, January 14, 2014

5. “Database on Reported Cases of Abandonment, International Labour Organization, June 27, 2014, www.ilo.org/dyn/seafarers

6. There are reports that the JMS, IMO 7615036, became the CHRISTINA in May 2014, still under the flag of Moldova, having sailed to Turkey on June 1, 2014. We can only wonder whether the ship’s beneficial owners are still the same too.

7. Arnsdorf, op cit

8. Ibid

9. Press Release, “Agreement Takes MLC in to New Stage”, April 11, 2014, ITF AFRICA



Waiting and waiting, with no word from the ship owner

Christopher V. Roehrer, Director Development and Communications

ICE - How Mean Spirited Can It Get?

Alba Quiñones Flores sprained her ankle crossing the border. Almost immediately after she was picked up and detained, the CPB agent seized and discarded her insulin and other prescriptions needed to treat her diabetes, migraines, hypertension and convulsions.

Just thrown out in the garbage. No reason given. She received no first aid for her inflamed ankle, and during her first week in custody, when her period started, she wasn't able to scramble fast enough to grab one of few sanitary napkins delivered to her cell of twenty women.¹

Castle Clinton and Ellis Island may not have been cakewalks for the wave of immigrants that came to the United States in the 1850s and 1900s, but nothing then compares with the abject evil and meanness suffered by today's immigrants at the hands of Immigration Custom Enforcement (ICE) and the Customs Border Protection (CBP). Quiñones' ill-treatment is commonplace, according to

immigration attorneys and immigrant rights advocates.

CBP's own data, furnished through Freedom of Information Act requests indicate that of the 809 complaints of abuse filed against CBP, 40% alleged physical abuse, 38% alleged excessive use of force, 13% alleged unspecified abuse, 3% alleged "other" abuse, 2% alleged verbal abuse and threats, 2% alleged improper searching and touching, 1% alleged sexual abuse and 1% alleged medical issues.²

What's astounding, however, is that in 97% of these complaints, no action was taken. "This amounts to powerful evidence of a serious lack of accountability and transparency with CPB."³

More astounding than the lack of action taken is the fact that so many complaints of abuse were filed in the first place. While agency accountability and transparency are critical, we need to come to grips with the fear-stoked evil and mean-

ness exhibited by CPB and ICE.

Beyond some rogue guards, there is a widely-held perception that immigrants are undeserving. That quickly translates to the public's tacit acceptance of abuse.

As the federal government cracks down on immigrants in the country "illegally" and forbids businesses to hire them, it and its private contractors are coercing tens of thousands of immigrants each year to work for \$1 a day or less at detention centers where they are held.⁴

One legal resident who worked as a chef for \$15 an hour was mistakenly picked up by ICE and held at Stewart Detention Center in Lumpkin, Georgia for 19 months! During that

time, he was forced to work in the Center kitchen for \$1 per day under the threat of solitary confinement. "And I was in the Country legally."

1. Molly Redden, "No Water, No Toilet Paper, No Tampons: How the US Treats Border Detainees", *National Network for Immigrant and Refugee Rights*, June 5, 2014

2. Daniel E. Martinez, Ph.D., Guillermo Cantor, Ph.D. and Walter A. Ewing, Ph.D., "NoAction Taken", *American Immigration Council*, May 2014

3. *Id* at page 4

4. Ian Urbina, "Using Jailed Migrants as a Pool of Cheap Labor", *THE NEW YORK TIMES*, May 24, 2014



Cinder block cells with no windows, no furniture, and no humanity

Australia's "Stop the Boats" Policy

It is hardly good news that the United States is not the only nation that treats asylum seekers poorly. Australia robustly

enforces a "stop the boats" immigration policy, whereby Australian Naval and Customs and Border Protection Service

intercept the ramshackle wooden boats overloaded with asylum seekers and tow them back to Indonesia.

These boats are filled with disparate folks from Pakistan, Bangladesh, Afghanistan and Nigeria,

where life is deplorable due to poor economic conditions and deteriorating law and order.

These asylum seekers view Australia as an opportunity for a life of peace and prosperity, and the Timor Sea which separates Australia from Indonesia is only 450 miles wide. So thousands of people have dared to make the trip across the Timor Sea.

They are met by the Australian authorities and forcibly towed back to Indonesia. There are complaints from these asylum seekers that the authorities deny them proper access to food, water, toilets and med-

ical treatment. There are also complaints about unnecessary physical and verbal abuse.¹

There are also complaints from the Indonesian Government that Australia is "dumping" the Pakistani, Bangladeshi and Afghani asylum seekers on their shores, exacerbating their limited resources to provide for their own citizens.

And there are complaints from the Office of the United Nations High Commissioner for Refugees that Australia is failing to even hear the asylum claims.

1. Aubrey Belford, "Asylum Seekers Detail Abuse by Australian Navy", *REUTERS*, February 10, 2014

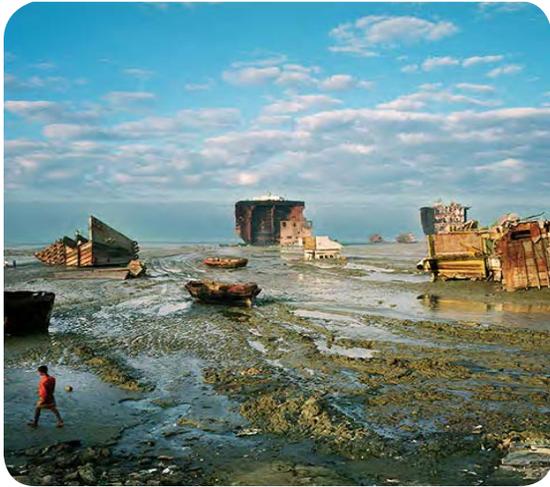


Unseaworthy boats lucky to have crossed the Timor Sea are forced to make a second crossing back to Indonesia

Neighbor Love

So many of the stories shared about seafarers and immigrants involve tales of suffering and exploitation. The stories are told to raise awareness and to change behaviors. Possibly a little bold, but we human beings are interconnected. We are organized as and live in communities, seen and unseen, and the health of these communities affect our very existence.

There are compelling arguments, sacred and secular, for loving our neighbors as ourselves lest



Nothing so graphically illustrates the relationship between wealth to impoverishment and devastation as ship breaking in Bangladesh

*grabbed from your face? It is extraordinarily difficult. Partly that's because . . . the baby has not yet learned how to let go. The first skill learned is grasping, and only then can a child be taught to release what he has grasped.*²

As a society, we've "aced" the first skill, but we still need a lot of work developing the second. Loving our neighbor requires a little "letting go" on our parts.

For Luther, Christians ought not to live in ways that impoverish or harm the neighbor.³ He denounced the emerging capitalist economy: *"Daily the poor are defrauded. New burdens and high prices are imposed. Everyone misuses the market in his own willful, conceited, arrogant way, as if it were his right and privilege to sell his goods as dearly as he pleases without a word of criticism . . . Little thieves are put in the stocks, great thieves go flaunting in gold and silk."*

It's not hard to draw parallels between the emerging capitalist economy seen by Luther in the mid-1500s and the "deregulated market" and "too big to fail" imperatives we see 500 years later.

The concentration of financial capital and wealth — hence power — in the hands of the very few is staggering. In a world in which resources are no longer unlimited, how will

access to air, water, protein, grains, cultivable soil, health care and education be allotted?⁴ Market prices?

According to Luther, economic activity is a relationship with one's neighbor, in which the Christian is called to serve the neighbor's well-being while meeting one's own needs.

Ms. Moe-Lobedo proposes that we need to re-orient economic life around neighbor-love, and to that end, we need to develop a vision of a moral economy. We need to move past the view that any manner of wealth accumulation within the law [sometimes] is acceptable. We also need to see how the world economy operates from the vantage point of the people whose lives are damaged and threatened by ours.⁵

In this new vision of a moral economy, we would understand that it is irrational to accumulate more wealth than what we need to sustain ourselves and live a healthy, happy life.

Developing the new vision will take courage, not unlike the little boy of fable who revealed that "the emperor has no clothes". The new vision will also require that we learn to let go and to share.

1. Cynthia Moe-Lobedo, "Neighbor-love's Moral Framework: From Markets That Concentrate Wealth to Markets That Serve Abundant Life For All", JOURNAL OF LUTHERAN ETHICS, ELCA, January 23, 2014

2. Rev. Margaret G. Payne, "Carpe Tithem: Tithing as Invigorative in the Life of Faith", JOURNAL OF LUTHERAN ETHICS, ELCA, May 1, 2012

3. *Id* at 3

4. *Ibid*

5. *Ibid*

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 22,400 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 of 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.

PORT CALL Summer 2014

141 Years of Service



Harbor of Hospitality

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Neighbor-Love



Seafarers International House

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